CYCLE NEWS®

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FAVORITES SHUT OUT!

HOUSTON

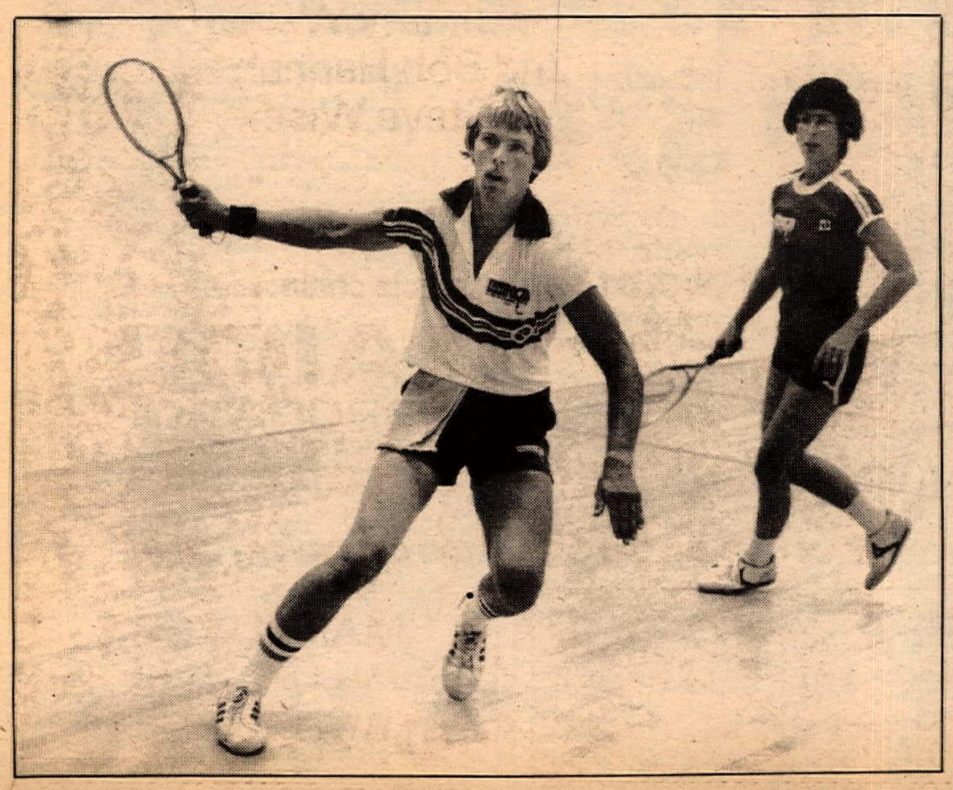
WINSTON PRO OPENER

CMC/Suzuki Golden State Series sizzles on at Sacto

Shape up with chapter six of "Championship Enduro"

NEWSPAPER

Non-riding sports, like racquetball, help keep you fit. A.C. Bakken, as shown in this photo by Randy Tunnell, has become good enough in his "other sport" that he played in the $270,000 Coors All Pro Racquetball Championship. The lady is world champion squash player Heather McKay.



Championship Enduro

Getting In Shape

What the top riders do

In any sport it's what you do during the off-season that determines how much work it'll be to get ready for competition again. If you hibernate all winter, it will take a lot of riding and exercise to get back to the shape you were in at the end of the previous year. The experts know this, and they try to maintain their condition in various ways, depending on where they live and what their athletic interests are.

Riding does it best, all the top enduro stars agree, but riding is not too practical if you have deep snow on the ground for several months a year like Skip Olson does around his home in northern Wisconsin. Skip has been one of the most serious contenders for Dick Burleson's enduro crown, and he knows more about the body and its conditioning than most of us because he's a full-time physical therapist by profession, even when he's campaigning for the Can-Am factory during the enduro season. Although he gets plenty of exercise in his job, Skip makes sure he gets more after work, too, at least three times a week.

In the winter he plays basketball in a league, and he goes cross-country or downhill skiing regularly. During the enduro season he's usually too busy riding the events and working to do much more than go riding once after work in the middle of the week, before he starts preparing his bike for the next run.

Champion Dick Burleson and his Husqvarna teammate, Bob Popiel, work for Husky in Tennessee where the climate's a lot milder, so as you'd expect, they do more riding during the winter. They compete in hare scrambles when they can find them, and racquet ball and a little running help keep them in shape. Jack Penton agrees about running, although he believes riding is the best conditioning for enduro. (Sometimes he and his brother Tom ride 400 miles on a weekend.) For people who don't ride as much, he thinks running is very good because it builds up many muscles and helps your lungs. He also thinks motocross exercises are good. Jack thinks it's important to stick with whatever you decide to do in the way of conditioning, even if it's not much.

But what if you've been getting soft all winter, and suddenly the enduro season is about to start? You know you're out of shape, and you may not admit it but you're a year older than when the last season began. The thought of 100 miles of wet, early spring woods riding may sound like fun after a winter of sitting by the fire, but you know you won't have an easy time finishing well. The answer is to get in as much riding as possible before the first event, and maybe to augment the riding with an exercise program. New England Trail Rider Association advises long trail rides of at least 100 miles in a day with a minimum of stops. This builds up your body and your stamina for the rigors of enduro competition, and also it sharpens your riding techniques, which may have become a bit rusty during the long months of idleness.

One good exercise program

No one enjoys conditioning exercises, but they're easier to stick with if they work and they don't take too much time. This series, which includes running and calisthentics, is used by my son George in the spring as the riding season is getting under way, and at other times when he hasn't been riding much. It's his personal adaptation of the program used by Rolf Tibblin at the Husqvarna Motocross School.

(1) Start by doing some stretch calisthentics like those used by almost all athletes, winding up with 30 jumping jacks (side-straddle hops) to get you fully loosened up.
(2) Run 1½ to 2 miles. Up and down hill is good.
(3) Do 20 push-ups. Rest 10 seconds, then do 10 more. Rest 10 seconds, and do 10 more push-ups.
(4) Do 10 deep knee bends, arms out to side. 10 more arms up, then 10 with arms out to front.
(5) Standing, feet slightly apart, do 20 body rolls counterclockwise, then 20 clockwise.
(6) Standing, do 20 head rolls counterclockwise, then 20 clockwise.

(7) Standing, with arms raised to sides, do 75 small-circle arm rolls counterclockwise, then 75 clockwise.
(8) 50 sit-ups.
(9) Lying on back, raise legs six inches off ground and hold for one minute. Rest 10 seconds, then raise legs again for one minute. Rest 10 seconds, then raise again for 30 seconds.
(10) Standing on toes, do 40 toe-jumps.
(11) Standing, hands palm-to-palm in front of chest, do prayer boy press for one minute (press hands together hard).

This whole group of exercises, including the run, should take from 45 minutes to an hour, depending on your condition, and it should be done at least three times a week to be effective. Be sure to get some riding in if you can though, because without it you won't really know if you're ready for competition again.

What should you eat?

Much more short-ranged than body conditioning is the problem of how to put your body in the best shape possible right before the start of an event so you'll be able to perform well and go the distance. A nervous stomach at the starting line and thirst and starvation along the trail are not very helpful in winning, so what you eat before and during an enduro is very important.

Jack Penton and Skip Olson both like a big breakfast well before the start so it'll have time to digest. Skip gets up about three hours before his starting time (he sleeps in a motel the night before a run), then has a full breakfast of juice, ham and eggs, hash browns and toast long before his stomach starts to act up as starting time nears. If it's going to be a long or extremely difficult run, he eats a steak the night before. Dick Burleson also sleeps in a motel, but he gets by with a lot less food. His normal breakfast consists only of cold cereal and orange juice.

If your stomach is a problem the morning of a race, Jack suggests oatmeal or instant breakfast, both of which should stay down and give you the strength and energy you need. One of Michigan's top enduro riders, Larry Lindenberg, used to eat oatmeal for breakfast on days he was competing, then follow it with Pepto Bismol. Others indulge in equally strange pre-race rituals with other ingredients. If it works for you, it's OK.

Once a run is underway, most riders get along on snacks of one kind or another. Jack carries peanut butter and jelly sandwiches, and at gas stops he'll eat anything, he's so hungry. On short runs (100 miles or less) Skip can usually go the distance without additional food, but on longer ones he eats candy bars or energy bars and drinks Gator Ade. Dick likes candy bars, too, with fresh fruit (oranges are a favorite) and lots of Gator Ade. Fruit is especially important on hot, dusty runs because it refreshes you and cleans your mouth at the same time. And water — make sure you'll have it when you want it.

With enough pre-season riding and conditioning and the right food, snacks and drinks before and during a run, you should be able to concentrate on riding and timekeeping and have more than enough stamina to make it to the finish line within your hour, and perhaps even score well. ●

(To be continued)

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Open Class

Denny Swartz, 2nd at Mid-Ohio Trans-AMA

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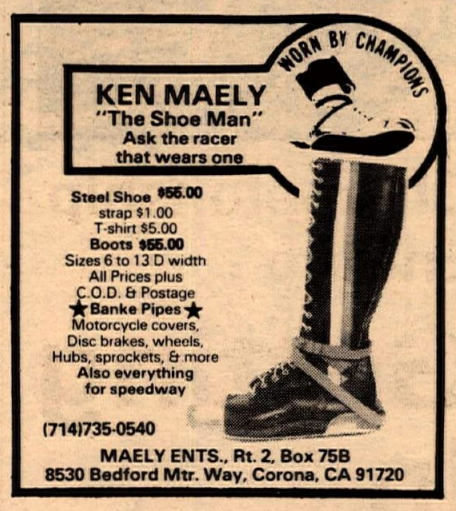

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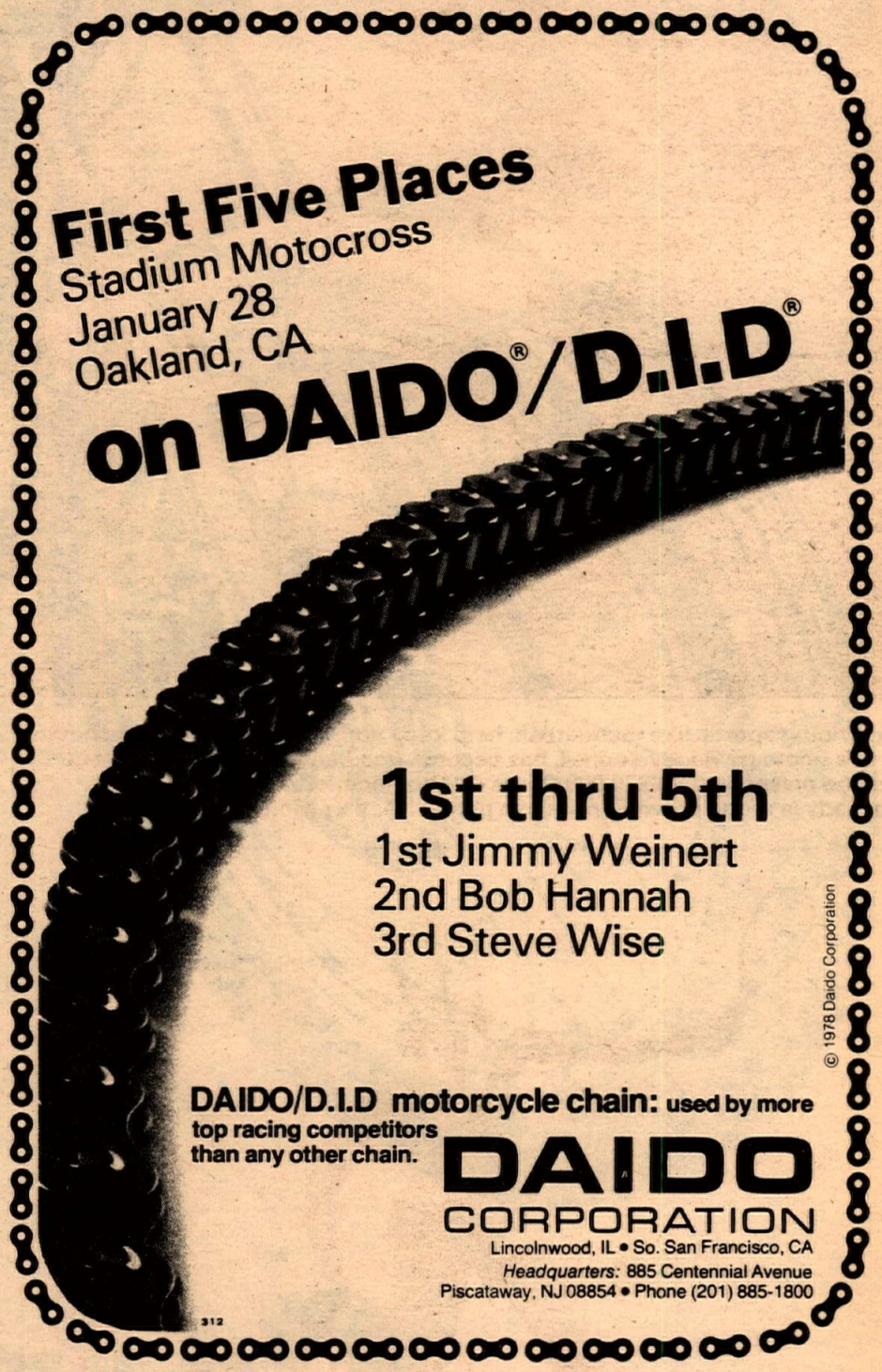

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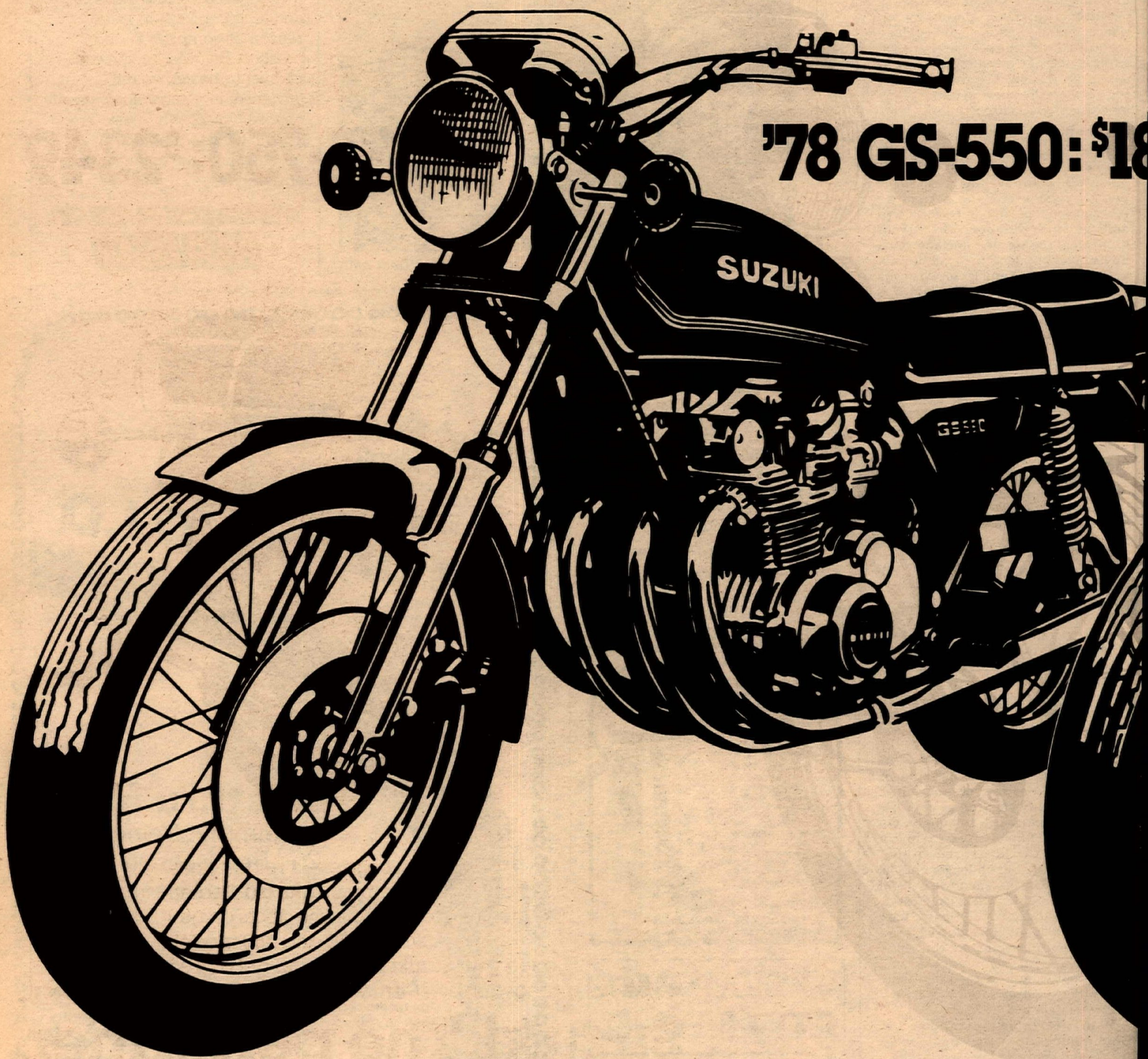

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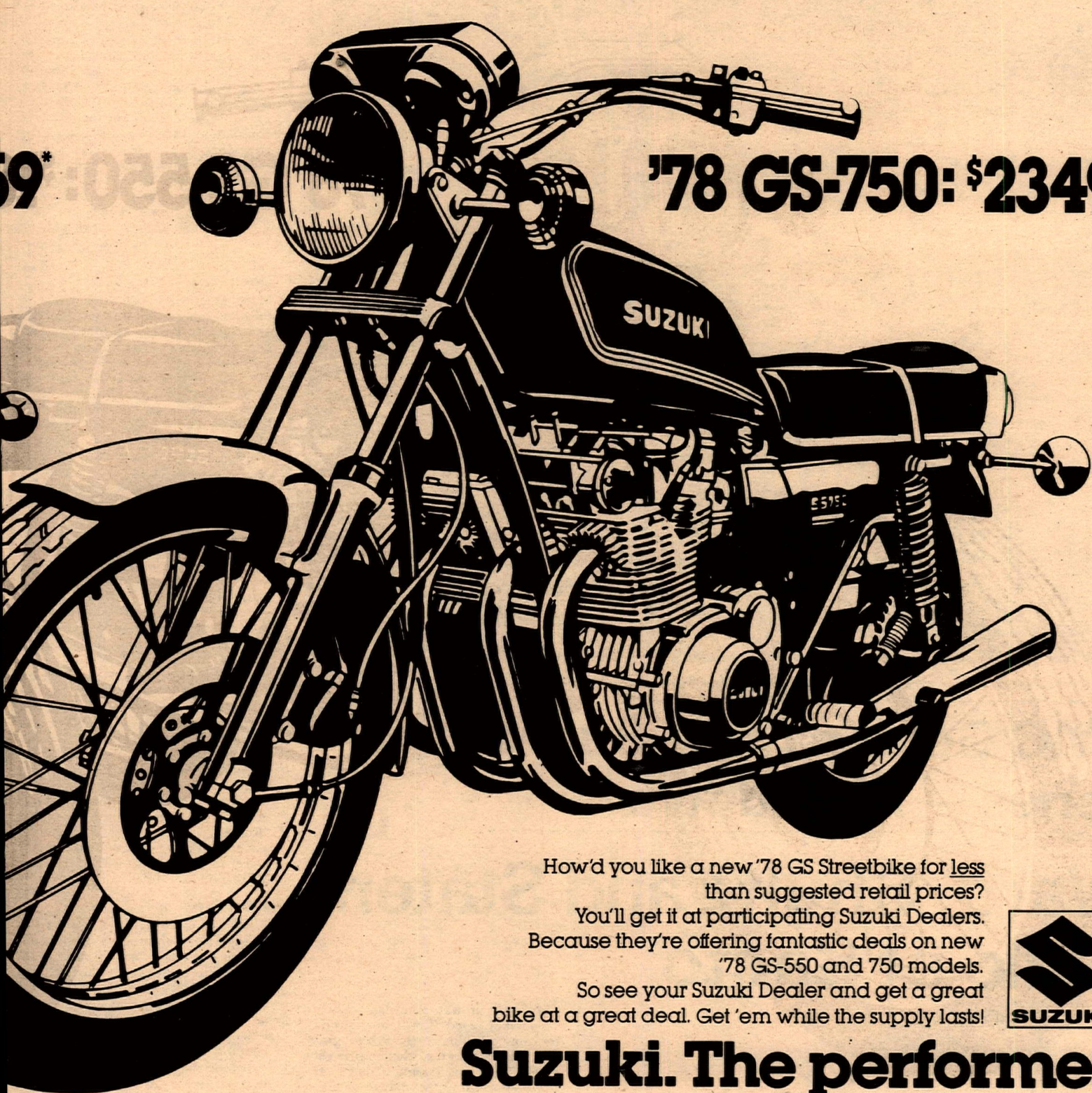

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alers Can!

Open Pro winner Rex Staten rockets to the lead of the 250cc class at Prairie City OHV Park.

CMC Golden State Suzuki Series — Round five

Ward, Shultz and Staten sizzle at Sacto

By Chuck Woodbury

SACRAMENTO, CA, FEB. 4

While the fifth round of CMC's Golden State Suzuki Series was not the most exciting motocross on the record books, it was fast-paced, well-run and quite enjoyable to most everyone who attended. When the final results were tallied, it was Jeff Ward, Darrell Shultz and Rex Staten topping the field of 161 Pros who entered the No-Name Promotions-staged event.

The weather was perfect at Prairie City Off-Highway Vehicle Park, with clear skies and temperatures in the mid 60's. A well-manicured track was the result of extensive efforts by promoter Gary Lewis and his crew, who stayed up until two a.m. Saturday night patching up the damage from Saturday's program. "It's better today than what it was Saturday," said a blood-shot eyed Lewis on Sunday morning. Originally, the Pro program was to be run on the other Prairie City track. There was too much mud there, however, causing the change of plans and the night track preparation work.

Even with extensive preparation, however, the track became quite rutted by late Sunday afternoon.

Racing got underway a little behind schedule, with the first of eight six-lap qualifiers off the line at 10 a.m.

In the first Open Pro qualifier it was Yamaha factory rider "Rocket" Rex Staten aboard his YZ-400F production bike edging out Maico-mounted Billy Grossi for the win.

Danny "Magoo" Chandler played with his motorcycle like Meadowlark Lemon plays with a basketball in the second moto; pleasing the crowd with some spectacular jumps, he finished a comfortable 23 seconds ahead of Marty Moates.

Scott Gillman, Bob Myers, Darrell Shultz and Chandler rode to qualifier wins in 250cc action. Gillman, Shultz and Chandler had fairly easy rides. Myers (Mai), however, had a tough battle from Staten who threatened him throughout his qualifier.

National 125cc champ Broc Glover (Yam) and Suzuki factory rider Brian Myerscoff took wins in the 125cc qualifiers, both rather handily over their competition.

In consolation action, Kawasaki's Jeff Ward was forced into one of the two 125cc races after he fouled a spark plug in his qualifier and had to drop out. The diminutive, minibike graduate didn't show any mercy in his consolation race: He devastated the competition.

With the necessary preliminaries out of the way, it was time to stage the main events. The crowd of 1,500 settled back, popped an unusually large number of beer tabs, and got ready for the first event of the 12-lap, two-moto finals.

Open Pros

Marty Moates grabbed the holeshot in the first moto with Danny Chandler and Bob Marino (Yam) following. As they completed a lap Moates led out with Staten and Eric McKenna (Mai) falling in behind. Chandler surfaced in seventh place. "Rocket" Rex digested Moates on lap four and if he had looked back he would have surely noticed "faster-than-a-speeding bullet" Chandler moving up fast. One more lap and Staten was breathing "Magoo's" exhaust. Danny went on for the win with Staten second and McKenna third.

Chandler didn't fare nearly so well in the second moto. Midway through the first lap, Danny and mother earth were united in a solo spill that left Danny right in the path of a quickly approaching rider. After taking a tire to his body, which knocked the wind out of him, Chandler hung up his boots for the moto.

As Chandler bowed out, Suzuki's Danny LaPorte had the lead on his RN-420 works bike in front of northern Californians Dean Wiggins (Mai) and Eric McKenna. Meanwhile, from halfway back in the group of 22 riders came Staten rocketing his way to fourth place by lap four. McKenna, who moved to second behind LaPorte, soon fell victim to the charging "Rocket" who not long after got by leader LaPorte. Danny took second place in the moto with McKenna holding on for third.

250cc Pro

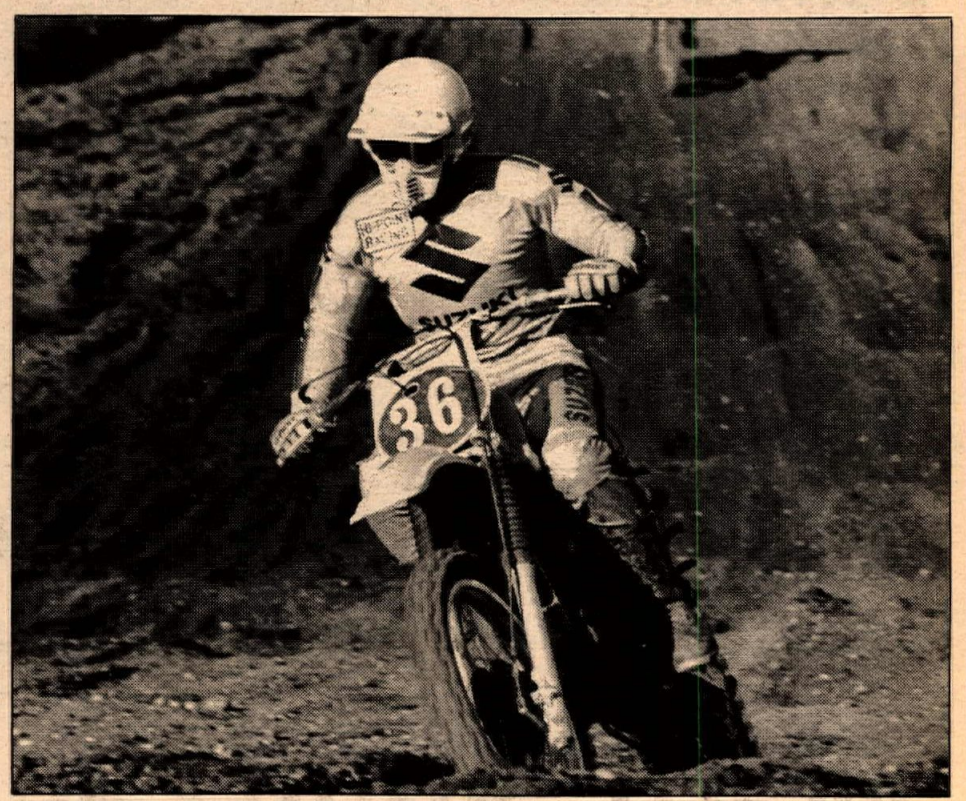
Darrell Shultz hails from Orangevale, California, a Sacramento suburb not more than six miles from the Prairie City track. Prairie City is like a second home to Darrell. He showed the crowd what it's like to be on home turf as he nailed down two first place moto finishes in 250cc action.

It took the factory Suzuki rider five laps to pick up the lead in the first moto, but once he got it, nobody was going to touch him. Staten led early, but after Shultz said "Bon Voyage" all the Rocket got was a look at Shultz's tail pipe and a whiff of carbon monoxide.

Staten looked strong for the first four laps, with Shultz seemingly making no progress on the series' 500cc points leader. In lap five however, Shultz picked up five seconds on Staten. "There were a bunch of spectators on the track out in the back

Jeff Ward turned a pair of seconds into a 125cc overall win for the day.

(Above) Danny LaPorte (5S) leads the 250cc pack up a rutty hill. (Below) Darrell Shultz nailed down two 250cc class wins on his own hometown track.



area," said Shultz. "I think maybe Rex got distracted and caught a rut. That could lose him five seconds easy."

Whatever happened, the small margin that Shultz gained was the icing on the cake and all he needed to take the win. Staten pulled across the finish line in second with Shultz's teammate Scott Gillman following in third.

The second moto again belonged to Shultz. Kojo Masuda (Suz) grabbed the holeshot ahead of Husky-mounted Carlos Serrano. Within a lap, however, Shultz knocked off both Serrano and Masuda, and opened up to a comfortable lead. Gillman challenged Masuda throughout the moto, finally passing the Japanese rider on the seventh lap. Mark Lawrence (Yam) and McKenna fought it out for fourth place with Lawrence coming out ahead in that contest. Jeff Jennings had some more tough Golden State Series luck, this time taking a moto-ruining spill, the victim of a bad wheel/rut alignment.

125cc Pros

Factory Suzuki rider Brian Myerscough and Yamaha's Broc Glover shared moto wins in 125cc competition, but it was Jeff Ward once again coming up with the overall victory and the big cash with his 2-2 finishes.

Myerscough grabbed the lead early in the first moto and held the position to the checkered flag. Ward settled into second, followed by John O'Mara (Suz) and Glover. Myerscough was flying and by the end of the second lap he had opened up a six-second margin over second place Ward. Meanwhile, Glover was tailgating Ward while Donnie Cantaloupi held his Moto-X-Fox Yamaha in a distant fourth.

Ward and Glover battled intensely for second place. Ward held the spot for several laps but Glover finally got by the 15-year-old Kawasaki rider. Glover encountered some rut trouble of his own shortly thereafter and took a spill that damaged nothing but his pride; and chances of winning the moto. With Glover delayed, Ward finished behind Myerscough for second place. Cantaloupi came in for third with Honda-Kawasaki of Sacramento's Danny Turner bringing his green machine in for fourth. Glover finished fifth.

Ward holeshot the second moto with Myerscough not far behind. The familiar shapes of Glover and Cantaloupi showed up a few minutes later to fight it out for third and fourth. Glover seemed to be winning over a somewhat sluggish Cantaloupi.

For a moment it looked like Myerscough might repeat his first moto win as he passed Ward to take the lead. But the position was short-lived as both Ward and Glover passed him, leaving the Suzuki rider in third place ahead of the 125cc series points leader, Cantaloupi. At the white flag it was Ward ahead by three seconds over Glover and it looked like Jeff might hang on for the win. Glover, however, had other ideas. Midway through the lap he zapped by Ward and coasted in for the last-minute victory. Behind Ward were Myerscough in third and Cantaloupi, who was a distant fourth.

Next week round six of the Golden State Suzuki Series moves to Central California's Dunlap Cycle Park. ●

Results

125cc: 1. Jeff Ward (Kaw); 2. Brian Myerscough (Suz); 3. Broc Glover (Yam); 4. Donnie Cantaloupi (Yam); 5. Dan Turner (Kaw); 6. John O'Mara (Suz); 7. Don Ferraro (Suz); 8. Scott Burnwroth (Suz); 9. Jim Holley (Yam); 10. Duane Marker (Suz).

250cc: 1. Darrell Shultz (Suz); 2. Scott Gillman (Suz); 3. Mark Lawrence (Yam); 4. Kojo Masuda (Suz); 5. Rex Staten (Yam); 6. Carlos Serrano (Mai); 7. Peter Wanket (Yam); 8. Eric McKenna (Mai); 9. Jim Turner (Hon); 10. Tim Lunde (Hon).

500cc: 1. Rex Staten (Yam); 2. Eric McKenna (Mai); 3. Goat Breker (Hus); 4. Jerome Heiberger (Suz); 5. Randy Losh (Mai); 6. David Williams (Mai); 7. Dean Wiggins (Mai); 8. Rick Woodson (Mai); 9. Bob Marino (Yam); 10. Bob Elliott (Suz).

Desert Hotline

Leory Kyger followed the sign's advice and won the MRAN Moapa-to-Vegas.

Roeseler takes Cactus Cats' snow scrambles

By Joyce May

LUCERNE VALLEY, CA, JAN. 28

Larry Roeseler once again took his usual place at the finish line as he narrowly squeaked out Bob Balentine for the overall win at the Cactus Cats' AMA D-37 hare scrambles.

Those at the race site on Saturday awoke Sunday morning to find a beautiful white carpet of snow had been spread over the valley during the night. Those who drove in Sunday morning found the roads to be extremely treacherous, but the scenery spectacular. By starting time, however, much of the snow had disappeared from the valley floor, but the cold lingered on.

The Amateur/Expert start got off the line close to on time, but the next start had a lengthy delay when the ambulance was called into action after two riders collided head-on out on the dry lake behind the start line.

With Roseler back out in the desert after a long absence, Balentine back out after a short one and still on is old bike without any official sponsorship, and Bruce Ogilvie now a ready threat in the Open class, it looked like there would be a fantastic battle for the lead.

Ogilvie, on a Yamaha IT 400 for the first time (he had blown the base gasket on the YZ prior to the race), led the pack into the first check followed by Roeseler and Balentine.

The course on the back side had a good bit of snow on the ground making it a bit difficult to follow the trail. To see the lime, of course, was impossible.

The young threat from Hesperia, Eric MacCracken was running first Heavyweight Amateur at 10th overall. Rich Zagic, impressive 250 Amateur, was running first in his class, 21st overall at check one.

Back after an almost five months absence, was Gary Charters, Sr. His 40th birthday was Saturday and decided to celebrate it by winning the Senior class on Sunday. Through the first check he was running 26th spot, first Senior *and* first overall "C" bike. Rick Shumaker, three spots behind him, was first official Division II.

Trudy Beck showed her usual aggressive riding style by leading the gals by an unbelievable lead.

Roeseler and Balentine fought hard as they got past Ogilvie. Roeseler had the lead when he hit a very bad dip, sending him to the ground hard. Balentine saw Roeseler as he crashed and remembered the same spot as the one where he ate it last year.

Balentine took over the lead and held it into the pits. Roeseler was back up again too, and although he had a few aches and pains, once more started chasing Balentine. Close behind this duel into the pits was Ogilvie.

The severe cold had begun to take its toll on the number plates. The numbers were falling off, and "unbreakable" fenders were shattering or cracking when hit by rocks. The cold was severe beyond anything remembered in recent years. Even the number plates were cracking and shattering when hit by rocks.

Mike Eckardt had taken over the 250cc Expert lead with Ed Zarp next in for gas. MacCracken followed with 250cc Expert Chuck Miller behind him. Trudy ahd moved up eight places into 26th and was looking very strong.

It took Roseler until just before first check to catch Balentine once again. It was on the second loop that a controversial check occurred. The cold had caused the rest of Roeseler's numbers to peel off the plate, so now his plate looked clean. As he headed into a check, the Cats manning the check thought he was a play rider and motioned him through without marking his tank card. It wasn't until they had stopped Balentine that they realized who the other bike had been. It was the club's decision not to disqualify Roeseler as it had been the club's error.

Balentine chased Roeseler the rest of the way through the tight stuff, holding off trying to pass until they got to the flats before the finish. But Roeseler's bike had the edge over Bob's and so Balentine had to be satisfied with a second, five seconds behind.

Ogilvie was next, followed by 250cc Expert winner Eckart. Zarp took the fifth overall spot with his front fender and number plate demolished and his face covered with spots of blood where he had been hit by rocks thrown up from his front tire.

Yamaha-mounted Chuck Miller was next to cross the finish line followed by Husky's Max Eddy.

Eighth overall was first Amateur Rich Zagic.

Charters, who obviously has not lost any of his endurance during his long layoff, finished 12th overall, first Senior, first 175cc ("C" bike) to take the checkered. Jeff Cannon, 16th overall, earned second Amateur honors while Trudy moved into 21st, easily earning "first gal" honors.

Schumaker (19th overall) held onto the first-in-class title, but John Foster, only three bikes behind, didn't make it an easy win for Schumaker.

Mitchel Smiley was all "smiles" as he finished with top "C" Amateur honors. Not far behind was hard charging Tim Foster earning second "C" Amateur spot.

First Trail honors went to Cliff Thomas who took the lead from Pete Andelman who had had problems on the second loop, dropping way back, but still managing to finish.

Don Urbanek took the Amateur Trail honors, 59th overall.

In the Novice class a battle raged for the first overall throughout the race. Bill Conger on a Yamaha YZ400 and Paul Ryan riding a 250 Husky never let each other out of sight. Conger was leading on the second loop when he thought he had blown third gear. He waved for Ryan to go by. Conger soon found, however, that the gears were OK, so he pushed hard and caught Ryan again. He dogged him through the hills, continually putting the pressure on him. Once they dropped out of the hills, however, Conger powered past and took the checkered first. Ryan followed him across the line, sporting a broken frame.

Doug Mitchell earned second 250cc Novice honors while Michael Burke took the first Novice "C" bike spot. ●

Kyger scores upset MRAN Moapa-to-Vegas win

By Patricia Warhol
Photos by Doug Atkins

LAS VEGAS, NV, JAN. 21

In one of the biggest upsets in recent Motorcycle Racing Association of Nevada history, Leroy Kyger flew to the finish of the Groundshakers M.C.'s Ninth Annual Moapa-to-Vegas Hare and Hound so far ahead of schedule that he found only a handful of stunned spectators and a startled flagman, who hadn't got the flag out yet.

One minute behind Kyger was Jack Johnson, followed 15 seconds later by Scot Harden, the Team Husky riders who usually take the honors wherever they race. A smiling Johnson told Kyger, "Man, you were really *going* out there!"

It was a sweet victory for the irrepressible Leroy, a veteran of eight years of MRAN racing. Almost a legend in his own right, Kyger has had a dramatic (to say the least!) if frustrating racing career. Long acknowledged by Nevadans as really fast, he has been plagued by a seemingly endless series of incredible mishaps, ranging from the hilarious to the near tragic. It finally got so discouraging for him that he decided to take some time off, and Moapa was his first race in six months.

The time off must have helped. Moapa was Kyger's race. Sponsored by Valley Cycle of Las Vegas, he rode a shiny new Yamaha YZ400, the first bike to beat a Husky at Moapa in eight years.

Moapa-to-Vegas is the most popular annual race on the MRAN schedule. This year there were 201 entries lining up at the start, located in a remote area 20 miles west of Moapa, Nevada. Riders from California, Utah, Arizona, Colorado, and northern Nevada were there.

The Groundshakers, led by Casey Folks, had done their usual excellent job with the course. Beautifully laid out and well marked, the course was 135 miles of a little bit of everything. They aim for variety, and this year, along with the hills, washes, some radical turns, and a few of those famous Nevada rocks, they added a waterfall and a trip through the front yard and around the bunkhouse of a ranch belonging to one Ron Lewis (whose family and ranch-hands cheered the racers on as they went by).

The biggest impression, according to mind-boggled comments at the finish ("Hey, Casey! What were you trying to do? My *handlebars* were touching the walls!") was made by a natural gorge a half mile long, 100 feet up on either side, and from four and a half to six feet wide. The club had posted a helpful signed in the gorge that read, "Speed Limit 55 — Patrolled by Radar." This year the mad Groundshaker sign-maker outdid himself, and crazy signs dotted the whole course, the favorite being a pair of golden arches and the immortal words, "We Do It All For You."

The sky was overcast and the desert in perfect condition after two days of drying out from a week of rain (no dust, great traction) when the banner dropped at 9:00 a.m. and the Experts took off. Kyger got the holeshot, but in his haste he had neglected to turn on his gas line. Johnson, Harden, Nevada's Larry McCall and Utah's Don Fuller went by him in a flash. Kyger got his fuel and his cool back, passed McCall and Fuller in one swoop, and took off after Harden.

He got on Scot's tail, and passed him about two miles from the bomb. Then he set out after Johnson. He caught up and kept close, wheel-to-wheel, for about 15 miles. Johnson's bike threw so much mud that the mud actually shattered Kyger's Uvex lenses, but Leroy was not to be stopped by such a small thing as no visibility.

Getting by Johnson is not exactly easy, so Kyger forced himself to cool it and just kept on Johnson's tail until Johnson, unexpectedly, hit a rock and got off. Kyger went by and just kept going.

He raced into the first gas with nobody else in sight. His amazed pit crew gave him a fast fill and sent him on his way — then went into a wild dance of joy.

At the finish, as the Groundshakers congratulated the finishers, the finishers congratulated the Groundshakers. "Great course!" "Love it," "Beautiful race!" were typical

comments. Nevada's famed Max Switzer, a veteran of more races than anyone can remember, commented that it was the best race he'd ever ridden. Bob Shepherd, from Tempe, AZ, who did an impressive job grabbing fifth overall, said it was his first MRAN race, but he enjoyed it so much he hoped to be able to get back for more.

Mel Chapman rode a steady eighth place until he had a skirmish with some barbed wire, and dropped two spots. He had to hustle to regain his position, but he did it, finishing eighth overall.

Leonard Sikorski had an interesting time on his way to first 250cc Expert, 10th overall. He was riding fifth when he banged into a wash full of rocks and his Yamaha started vibrating. He knew something had to be wrong, because his hands kept going to sleep. At the second gas he discovered his frame was cracked in four places. He decided to ride till he finished or broke in half. The second 250cc Expert, Mark Stanley, caught up with him not far from the finish, and Sikorski poured it on and made it to the flag first. When he looked at the frame afterwards, he was more than amazed that the bike had survived. He still hardly believes it.

Art Lanier, third 250cc Amateur, 41st overall, got the honors for being best prepared. He rode into the finish with a large comb tucked into the back pocket of his mud-encrusted leathers. "Well," he explained, "You never know when you might need it!"

Butch Laswell kept his streak going, finishing a strong fourth overall. It was only Butch's third race on an Open bike, and he has finished up near the top each time. In his first race as an Expert, young Darryl Folks, 14, finished 35th overall, second 125cc on his Suzuki. And Amateur Benny Brown rode a great race, his first on a 250cc, finishing 15th overall, first Amateur.

Kevin Welch, MRAN's number one 125cc Expert, rode his first race on a Husky 390, and finished seventh, right behind Utah's Preston Gerber.

It was a good day all around for Valley Cycle. Rich Capri, owner and operator, finished first Novice, and will now make the move to Amateur.

Bill Putman, desert racing's good friend from Caspar, WY, who sponsors the Las Vegas 400, rode this one, and finished 18th overall, 13th Open Expert. (The Las Vegas 400, by the way, is coming up April 21-22.)

With 201 entries and 145 finishers, there was a 75% finisher rate. The rate was so high because the course and racing conditions were so neat no one wanted to stop.

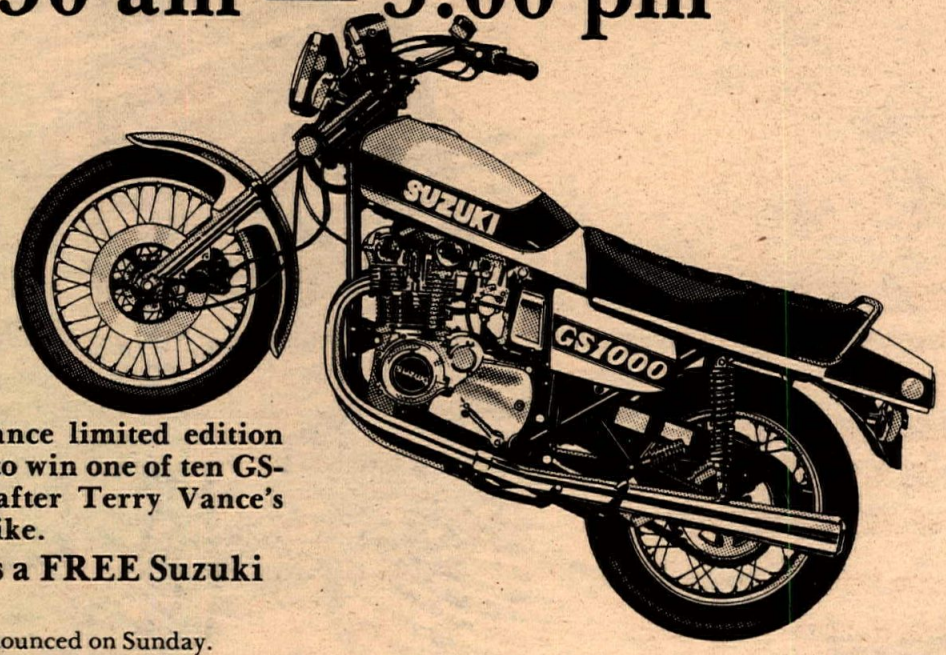
The Nevada BLM, whose cooperation Casey highly praised during the rider's meeting, had reps observing the race. They were pleased with what they saw — a tribute to what cooperation can accomplish. The California BLM should take some lessons from these guys. ●

Results

OPEN EX: 1. Leroy Kyger (Yam); 2. Jack Johnson (Hus); 3. Scot Harden (Hus).
250 EX: 1. Leonard Sikorski (Yam); 2. Mark Stanley (Hon); 3. Jeff Harper (Hon).
125 EX: 1. Marv Chapman (Suz); 2. Darryl Folks (Suz); 3. Billy McDaniel (Hus).
OPEN AM: 1. Jeff Robison (Yam); 2. William Spendlove (Yam); 3. Crockett Wirthlin (Hus).
250 AM: 1. Benny Brown (Hus); 2. Jon Ogren (Hus); 3. Arthur Lanier (Hon).
125 AM: 1. Michael Welch (C-A); 2. Scott Morris (Suz); 3. Todd Timmons (Yam).
OPEN NOV: 1. Mouse Cowman (Hus); 2. Kenny Averett (Hus); 3. Mike Tucker (Hus).
250 NOV: 1. Rich Capri (Yam); 2. Paul Threlkeld (Hus); 3. Steve Beck (Hon).
125 NOV: 1. Steve Zahm (Yam); 2. Victor Hensley (Suz); 3. Danny Ozuna (Hus).
OVER 38 A: 1. Max Switzer (Mai).
OVER-38 B: 1. Pete Reis (KTM).
OVER-38 C: 1. Ben Maze (Hus).

Pacific Coast Sportcycles Grand Opening Weekend

Sat., Feb. 17th & Sun., 18th
9:30 am — 5:00 pm



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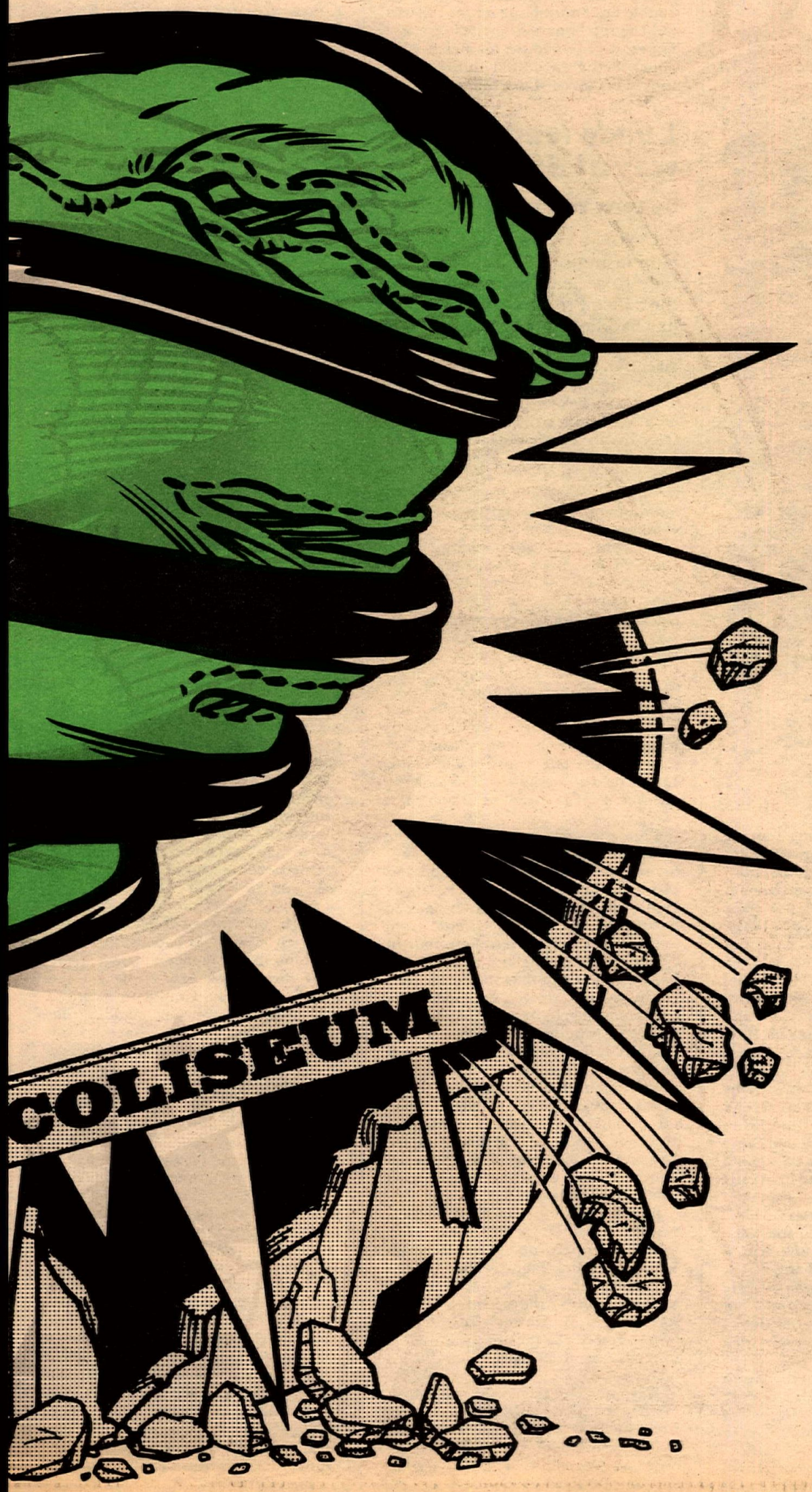


Jimmy The Jammer blew away the Hurricane at the Oakland Coliseum Toyota Truck Supercross.

His works Kawasaki also blew away seven other factory teams to win the first stadium motocross held in the Bay area. Which raises two points.

One, Weinert's machine is pretty much the same KX250 available at your Kawasaki dealer.

Two, in the Coliseums, the score now stands: Kawasaki 2, Christians 0.

Like we said, if you ain't got the greens this year, you gonna get the blues.

Don't let the good times pass you by.

Kawasaki

Heh, heh, heh.

Western hotline

(Above) Top of the heap in the SSM 250cc Pros was Tim Lunde. (Below) The top CMC 125cc Pro, John Greenway hugs the inside while Rick Maki (18), Don Fuller (43) and Mike Tripes (86) go for it in the middle.

Mike Tripes scores big at CMC Saddleback

By Mike Klinger

ORANGE, CA, FEB. 4

The last time a CMC rider won all three Professional classes in one day was in 1971. Mike Tripes fell short of this feat by throwing a chain in his first 125cc moto. He went on to win four consecutive motos on the Olympiad track at Saddleback Park.

Although the CMC/Suzuki Golden State Series is in full swing, the Professional turnout was excellent. The 125cc Pros had 14 riders on the line for moto one. Tripes (Suz) pulled off with a quick lead being closely followed by Don Fuller (Suz), Andy Kirker (Yam) and John Greenway (Yam). On lap two, Tripes was out with a busted chain which turned the lead over to Fuller. On lap 10, Greenway sliced inside of Fuller for the lead and the win. Fuller went to third after Pat Hubbs (DMG) out-powered Fuller to score second position.

Moto two went to Tripes hands down! Kirker made a first place effort for three laps but fell short with Greenway and Fuller passing him on one sweep. The overall prize money went to Greenway, second to Fuller and third to Kirker. Tripes was fourth.

Within one hour, Tripes was back on the track screamin' the gears in the 250cc Pro class. The Suzuki rider put all the power to the ground to win the moto from gate to flag. The actual racing had developed in positions two through five. Scott Johnson (Hon) and a very fast Yamaha rider Ted Hoyt (TNT) were really at each other's throat for the entire moto. Hoyt won out by passing Johnson in mid-air by the scoring stand to give him second position. Johnson instantly dropped to fifth when Greenway (Yam) and Steve Jackson (Hon) pushed their battle into third and fourth places. The final tally showed Tripes out front by a quarter lap, Hoyt second, Greenway third, Jackson fourth and Johnson fifth.

In moto two action, Hoyt had a spectacular crash while dicing it out with Greenway and chasing Tripes. He got up, back on the gas but was not able to gain on the leaders. As the 14 laps progressed, the position solidified and the final standings were unchanged. Tripes won his third straight moto and the overall money in the 250cc Pro category. Greenway outlasted the field for second overall and Jackson was third.

Ocean Pacific-sponsored David Gerig was the first shoe to make tracks in the 500cc Pro class. Chasing Gerig was the 390 Husky of Alan Smith. It was only a matter of time until Tripes, aboard his 400 Suzuki, would show his face in the front of the pack. The flawless riding Tripes again gave himself a moto win. Smith was second and Gerig ended up third.

With Smith placing second in the first 500cc Pro moto, the door was wide open for him as he led the entire second contest. Tripes gave him trouble but Smith hung on for the win and the top honors in the 500cc class. Tripes was again foiled for a class win. Chuck Pettigrew scored third overall aboard his 450cc Maico Magnum.

Lunde leads the way at SSM MX

By Terry Whytal

ORANGE, CA, JAN. 27

Honda-mounted Tim Lunde rode to a clean sweep victory in the 250cc Pro class at this Saturday Saddleback Motocross.

First moto action saw Lunde quickly take the lead at the start followed closely by Maico rider Huff Hadley. Third spot belonged to Greg Weaver on a Maico ahead of Pete Snorteland (Hon) and Vere Butler astride a Yamaha. Kawasaki's Mickey Boone had gotten a bad start and appeared to have some trouble adjusting to Saddleback's distinctive ground composition. Boone soon got things sorted out and began charging up through the pack. In rapid order Boone passed Snorteland, Butler and Weaver and began the difficult task of catching the fast disappearing leaders, Lunde and Hadley. As they began lapping slower riders about halfway through the race Lunde opened up a little breathing room over Hadley. Boone then caught up to Hadley and began looking for a way around, finally getting by and closing on Lunde in the late stages of the moto. Lunde held on to the lead and took the checkered flag ahead of Boone and Hadley.

Lunde wasted no time grabbing the lead at the start of the second moto. Snorteland looked good in second and Hadley was riding in third. On lap six Hadley turned up the wick and passed Snorteland, as Boone recovered from another bad start to move into fourth. Boone passed Snorteland at about the halfway point and the race for the lead really began to tighten up. Boone was really pushing hard on Hadley when he suddenly pulled off the track with a gearbox full of neutrals. With Boone out, the race belonged to Lunde who wasn't making any mistakes for Hadley to take advantage of. Lunde finished the day like he started, out in front and took home the big money of the day. A well deserved second overall went to Hadley and third place honors belonged to Snorteland.

Bob Marino rode his Yamaha to a sweep in the Open Pro class, with tough competition coming from Suzuki rider Bob Elliott. Elliott led the start of the first moto but Marino took over the lead on the sixth lap. Elliott stayed right on Marino's rear fender for the rest of the race but was unable to repass. Scott Cavness finished third on his Suzuki.

Marino led all the way in the second moto with Elliott constantly pressuring from behind, hoping for a mistake that never came. Overall finishing order was Marino first, Elliott second and Cavness third.

In the 125cc Pro race a fine battle for first between Suzuki riders Ed Arnet and Craig Dale kept the two far in front of the pack in the first moto as Arnet led at the checkers. Dale was second and Scott Fyfe put his Suzuki in the third spot.

In the second moto Dale grabbed the early lead but began to drop off the pace with possible mechanical problems letting Arnet and Yamaha rider Andy Kirker by. Arnet and Kirker raced for the lead with Kirker on top most of the race but it was Arnet who led when it counted. The overall win belonged to Arnet with second going to Fyfe and third to Dale.

Results

OPEN PRO: 1. Bob Marino (Yam); 2. Bob Elliott (Suz); 3. Scott Cavness (Suz).
250cc PRO: 1. Tim Lunde (Hon); 2. Huff Hadley (Mai); 3. Pete Snorteland (Hon).
125cc PRO: 1. Ed Arnet (Suz); 2. Scott Fyfe (Suz); 3. Craig Dale (Suz).
OPEN INT: 1. Eric McKracken (Hus); 2. Jim Beltinck (Mai); 3. Mike Hudson (Suz).
250cc INT: 1. Larry Nelson (Hon); 2. Mike Gieger (Mai); 3. Ronnie Rady (Amx).
125cc INT: 1. Steve Wiseman (Suz); 2. Vanya Samarin (Suz); 3. Angel Montoya (Yam).
OPEN JR: 1. Peter Burd (Suz); 2. Randy Darich (Yam); 3. Steve Kale (Suz).
250cc JR: 1. Steve Jugan (Hon); 2. David Chavez (Hon); 3. Ron Halves (Yam).
125cc JR: 1. Greg McElroy (Suz); 2. Kevin Montoya (Suz); 3. Richard Vilsard (Suz).
OPEN BEG: 1. Tim Holcombe (Yam); 2. Rich Strueztel (Yam); 3. Alex Koptel (Hus).
250cc BEG: 1. Wayne Oliver (Hon); 2. David Stuetzel (Hon); 3. Steve Baumgarter (Yam).
125cc BEG: 1. Mark Anderson (Suz); 2. Tim Jones (Yam); 3. Wade Miller (Suz).
MINI BEG: 1. Jim Glad (Suz); 2. Terry Woody (Yam); 3. Doug Odonnel (Suz).

Mayfield, DeLey stay hot at Racing World cold-cross

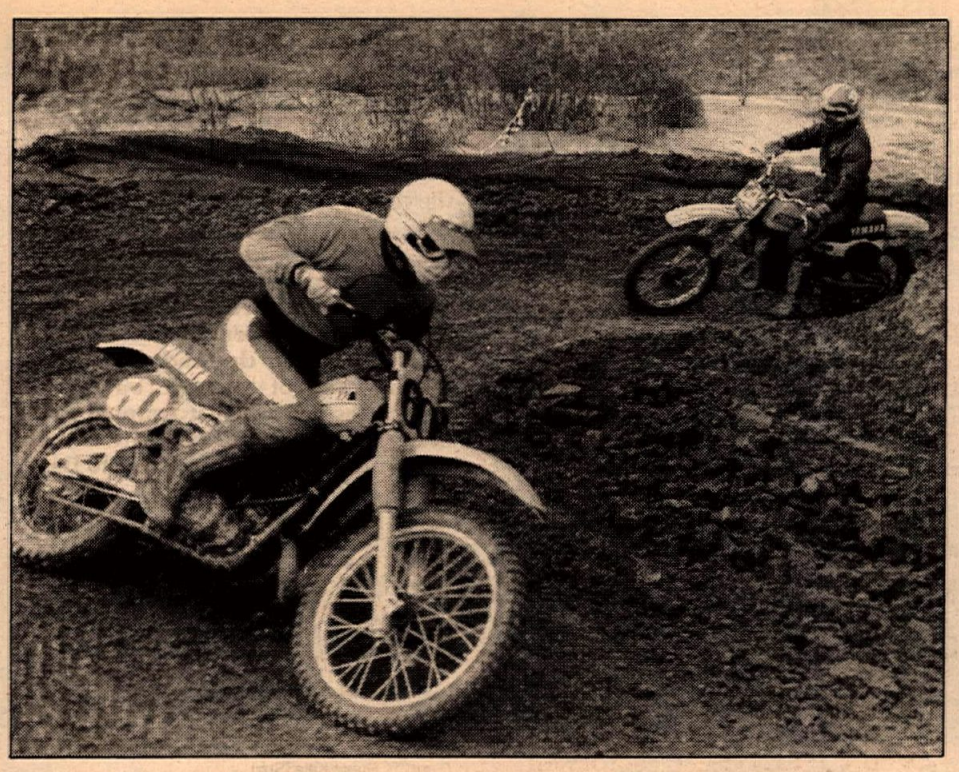
By Keith Clemons

TRABUCO CANYON, CA, JAN. 28

The age old Postal Service creed of delivering the mail in spite of rain, snow, or hail was adopted into the bylaws of dedicated Racing World moto freaks last week when the track was deluged with both hail and snow. Needless to say being pelted by hail can really mess up your concentration and super cold conditions aren't exactly an asset to coordination. It took every rider's best just to stay in the race, let alone win.

One of those who braved the storm was Tom Mayfield who pushed his Moto Meister-sponsored Maico through two winning Open Pro motos. Mayfield, who is accustomed to finishing in the money anyway, made snow racing look easy as he got the holeshot and ran away with a strong lead in both motos. One could hardly tell the weather was having any adverse effect on him at all, if indeed it did. Scorekeeper Cheryl was certainly feeling the cold; her blue fingers were so numb she was barely able to scratch down the numbers as they went by, but Mayfield was showing no sign of being slowed by the weather and went home with top Open Pro honors. Greg Eargle should also be given due credit, if not just for finishing both Open cold motos, for landing in second place. Greg who suffered a first moto wipeout got back in the race in time to finish number two behind Mayfield, and then in the second go-'round held a strong second place position all the way.

Dave Douglas rode his mighty Maico into a first moto win in the 250cc Pro race at Racing World, but the second moto contest went to Luc DeLey, leaving DeLey with the overall. Douglas finished second in the number two moto and Pryor Campbell finished third.



Open Beginner winner Tim Kane leads another rider at Racing World.

The Jimmy Weinert/Kawasaski Series is coming to Racing World, Feb. 11 and 25, along with a drawing for a free Kawasaski KX125. Winners of each race will receive enrollment for a one day private lesson in the Jim Weinert School of Motocross. Also to be given away will be a pair of Steve Stackable Griff leathers.

Results

OPEN PRO: 1. Tom Mayfield (Mai); 2. Greg Eargle (Hus).
OPEN INT: 1. Gary Gonzales (Mai).
OPEN BEG: 1. Tim Kane (Yam); 2. Keith Smith (Yam); 3. Tom Tusko (Yam).
250 PRO: 1. Luc DeLey (Yam); 2. Dave Douglas (Mai); 3. Pryor Campbell (Hon).
250 INT: 1. Kevin McLaughlin (Yam); 2. Ron Kain (Kaw); 3. Henry Marmobjo (Suz).
250 BEG: 1. Jim Youngblood (Hon); 2. Kevin Laidlaw (Suz).
125 INT: 1. Ron Dunfee (Yam); 2. Jim Beckers (Hon); 3. Joe Lockhart (Yam).
125 JR: 1. Jeff Shuey (Suz).
125 BEG: 1. Roland Amann (Suz).
100 INT: 1. Ron Dunfee (Yam); 2. Lana Outland (Suz).
100 JR: 1. Joe McCoy (Yam).
100 BEG: 1. Mike Boyd (Yam).
50cc: 1. Craig Canoy (Suz); 2. Drago Afanasovki (Suz).
MINI EX: 1. Doug Dubach (Yam).
MINI JR: 1. Skip Godinez (Suz); 2. Milano Afanasovski (Suz).
MINI BEG: 1. John Gersjes (Yam); 2. Chris Sparks (Kaw); 3. Bill Pawasat (Suz).

Cavness, Snorteland, Dale snowplow to CRC MX wins

By Keith Clemons

ORANGE, CA, JAN. 28

I have said many times that California Racing Club races come hell or high water. I've seen Jack Barbacovi run his club in 100-plus degree heat and monsoon rains, but never before have I seen a CRC race in snow and hail. Last week proved to be the exception. Jack and his mighty band found themselves freezing on the sides of Saddleback, Sunday while the coldest weather to hit Orange County motocross brought an onslaught of hail and snow down on them but, as always before, the race went on.

The Open Pro holeshot went to Greg Draskovich who, rode his DMG prepped Maico out front until Wheelsmith's Mark Brooks crept up from behind and nudged him off the track. Brooks took over the lead on his own Maico machine while Draskovich recovered from running down the side of an eight foot embankment. Meanwhile, Scott Cavness stormed his Suzuki by Brooks to steal the number one spot and held onto it to win the moto. Brooks wasn't able to hold control of the second place position either as Steve Rawson soon captured that position and Brooks finished third.

Coming out of the second moto start Brooks copped the holeshot but only held the lead for half a lap when Cavness again blew him away. Anaheim Suzuki-sponsored Cavness diced with Brooks all the way to the finish but even with the tight interplay the final positions were Cavness, Brooks, and this time Rawson picking up third. Cavness was, of course, the overall winner with Brooks taking second place pay and Rawson third.

Pete Snorteland was the big money winner in the 250cc Pro race. Snorteland started middle of the pack in both races but won each with an easy 15-20 second lead over the other 20-odd Pros in his race. Doug Renno took two second place finishes but not with such ease as Snorteland. In the first moto he rode neck and neck with Rich Franklin and Mark Denning and was in third place behind Franklin until the final lap when he broke by to finish ahead of Franklin by only two bikelengths. When Snorteland waved goodbye to the second moto boys the race fell to Steve Potts, Ted Hoyt and again Doug Renno. Renno was behind in the competition until the second to the last lap when he pulled Potts to take the second place position. Hoyt also made it by Potts for a third. Overall the win was Snorteland's with Renno picking up second and Hoyt placing third.

Craig Dale rode his Suzuki West-sponsored machine through two winning motos in the 125cc Pro race. Cole Bros.' Ed Arnet finished second followed by Dan Shaw in the first moto but Matt Tedder moved into second place in moto number two followed by Ed Arnet. Final positions were Dale in first, Arnet in second and Tedder in third.

Results

OPEN PRO: 1. Scott Cavness (Suz); 2. Mark Brooks (Mai); 3. Steve Rawson (Mai).
OPEN INT: 1. Jim Beltinck (Mai); 2. Doug Van Duzen (Mai); 3. Macino Bastionwelt (Mai).
OPEN NOV: 1. Dan Martin (Mai); 2. Leo Green (Yam); 3. Jim Weis (Suz).
OPEN BEG: 1. John Pincott (Yam); 2. Gary Ramirez (Yam); 3. Jeff Buckner (Suz).
250 PRO: 1. Pete Snorteland (Hon); 2. Doug Renno; 3. Ted Hoyt (Yam).
250 INT: 1. Alan Painter (Hon); 2. Chris Fisher (Hon); 3. Steve Chandler (Yam).
250 NOV: 1. Jeff Prievr (Hon); 2. Mike King (Hon); 3. Jeff Mahan (Hon).
250 BEG: 1. Gilbert Mendez (Hon); 2. Mike Hillion (Suz); 3. Paul Bebek (Yam).
125 PRO: 1. Craig Dale (Suz); 2. Ed Arnet (Suz); 3. Matt Tedder (Suz).
125 INT: 1. Curtis Rough (Kaw); 2. Ken Warne (Suz); 3. Angel Montoya (Yam).
125 NOV: 1. Lance Winner (Suz); 2. Bob Farr (Suz); 3. Willy Brutteln (Yam).
125 BEG: 1. Mike Teague (Yam); 2. Ryan Gross (Suz); 3. Dennis Hulen (Yam).
100 INT: 1. Tony Barbacovi (Yam).
100 NOV: 1. Scott Hewatt (Suz); 2. Dave Frear (Suz); 3. Rick Kramer (Yam).
100 BEG: 1. Charles D. Osterday (Suz).
VETS SR: 1. Ken Ratzloff (Mai); 2. Richard Hampton (Mai); 3. Bill Burkhart (Mai).
VETS INT: 1. Rick Watson (KTM); 2. Sam Jones (Mai); 3. Dan Sanchez (Suz).
VETS JR: 1. Edward Hartman (Suz); 2. James Jones (Mai); 3. Bill Millar (Suz).
MINI EX: 1. Chris Morey (Suz); 2. Sam Storer (Kaw); 3. Don Best, Jr. (Yam).
MINI INT: 1. Ron Eversole (Suz); 2. Scott Hewatt (Kaw); 3. Terry Murray (Suz).
MINI NOV: 1. Todd Hewatt (Yam); 2. Eric Bridges (YZ); 3. Ron Rogers (Yam).
MINI BEG: 1. Chris Bollock (Suz).

Marty Moates battled SSM victor Tony DiStefano until a flat set in.

DiStefano wins at SSM MX

By Terry Whytal

ORANGE, CA, JAN. 20

Tony DiStefano rode his bright-orange factory Can-Am to victory in the 250cc Pro class in a challenging Saturday Saddleback Motocross.

First moto action saw Gary Jones put his Ammex out in front of the pack with LOP-sponsored Marty Moates on a Honda close behind. Huff Hadley put his Maico into third just ahead of DiStefano and Robert Reisinger on a Kawasaki. Moates took over the lead as Jones bobbled and lost five places and then retired from the moto with apparent mechanical problems. Reisinger passed DiStefano to move into third and began putting pressure on Hadley. Halfway through the race Reisinger moved into second as Hadley momentarily slipped off the groove. DiStefano then passed Hadley also and charged after Reisinger, who by now was hot on the tail of Moates. All three riders really looked good as they circulated the track at top speed. Moates remained unrattled, holding on for the win, but with two laps to go DiStefano passed Reisinger to finish second.

DiStefano grabbed the lead at the start of the second moto with Reisinger close behind in second. Vere Butler and his Yamaha in third spot ahead of Moates and Hadley. On the fourth lap Moates and Hadley both passed Butler as Moates began a determined charge toward the leaders gaining about two seconds a lap. Just as Moates caught up to Reisinger, the little Kawasaki rider kicked on the afterburners, blew by DiStefano and flat motored away. Moates really pressured DiStefano until a flat tire suddenly ended his day. Reisinger had the race well in hand before suddenly overcooking it through the gully and falling hard. As Reisinger struggled to remount, DiStefano recaptured first place. Reisinger gave chase for a couple of laps but his engine sounded very rough and finally quit, putting an end to a spectacular ride. DiStefano cruised on to the checkered flag ahead of Hadley and Butler. Overall the scoring went, DiStefano (2-1) first, Hadley (4-2) second, and Butler (7-3) third.

Suzuki factory test rider Bob Elliott easily won the Open Pro class with two moto wins. Elliott led the first moto from start to finish but had real competition in the second race from Maico rider Chuck Pettigrew. When Pettigrew DNF halfway through the moto Elliott cruised to the win. Second overall went to Dan McLeod on a Yamaha and third to Anaheim Suzuki's Scott Cavness.

Results

OPEN PRO: 1. Bob Elliott (Suz); 2. Dan McLeod (Yam); 3. Scott Cavness (Suz).
250cc PRO: 1. Tony DiStefano (C-A); 2. Huff Hadley (Mai); 3. Vere Butler (Yam).
125cc PRO: 1. Matt Nelson (Suz); 2. Jim Simons (Yam).
OPEN INT: 1. Dan Hanebrink (Mai); 2. Harold Johnson (Suz); 3. George Wagner (Yam).
250cc INT: 1. Jerry Benson (Hon); 2. Mike Eddy (Mai); 3. J.A. Fere (Yam).
250cc INT: 1. Steve Coleman (Mai); 2. Vanya Samarin (Suz); 3. Matt Ziegler (Suz).
OPEN JR: 1. Peter Burd (Suz); 2. Craig Williams (Suz); 3. Daniel Colton (Yam).
250cc JR: 1. Ken Renaux (Hon); 2. Art Clever (Yam);

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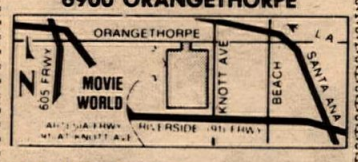

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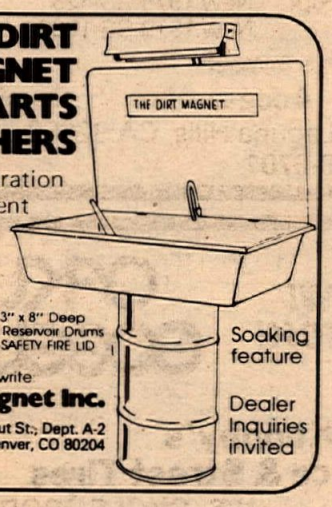

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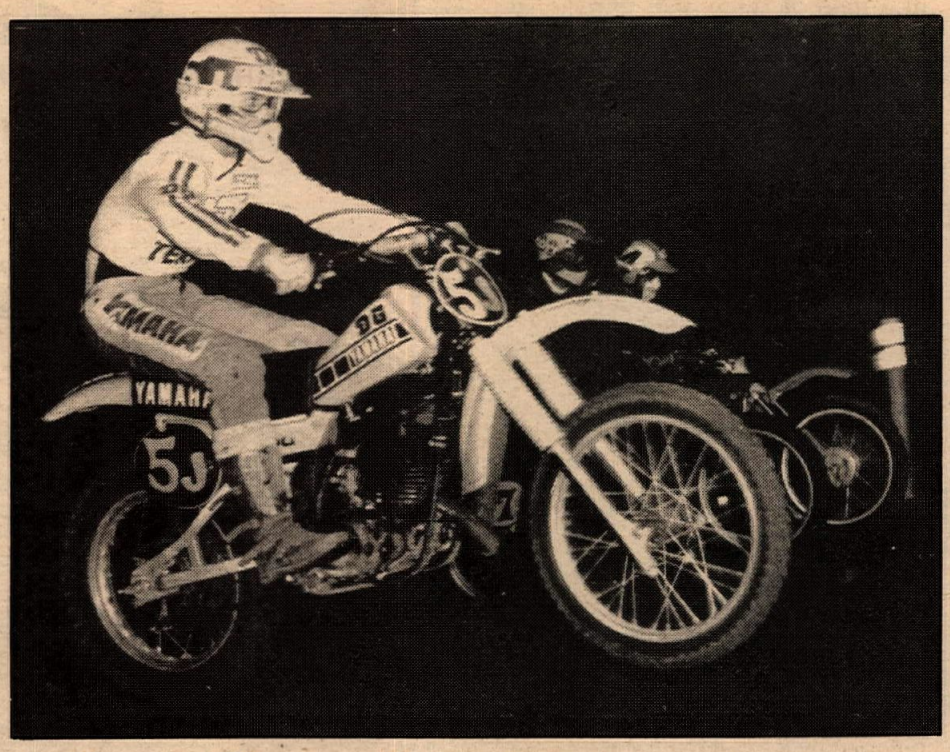

John Greenway (5J) won two classes at Corona's night motocross.

3. Dave Caber (Hon).
125cc JR: 1. Kevin Brooks (Suz); 2. Perry Boyer (HTY); 3. Mitch Davis (Suz).
250cc BEG: 1. Ken Clauson (Hon); 2. Jim Brodie (Bul); 3. Ron Pepper (Suz).
125cc BEG: 1. Bruce Deacon (Yam); 2. Jim Jones (Yam); 3. Glen Copeland (Yam).
MINI BEG: 1. Tom Hoskins (Suz); 2. Tony Palmer (Yam); 3. Jon Wallace (Kaw).

Hames' claim to fame: Three Corona wins

By Elaine Jones

CORONA, CA, JAN. 27

It was another big turnout for Corona Raceway's second Saturday night flat track which featured short track and half mile competition. Pete Hames, "The Simi Flash," came up with a perfect score as he entered three Money races and won three Money races.

Hames exploded off the line as the flag dropped for the 10-lap 250cc short track Money main. Rich Volk and Scott Podergois, in the 2-3 spots, were close enough to ride double followed by Ross Klatt, Mike Vital, Rob Selvy, Mike Paulson and Pat Seigle. On the fourth lap Podergois came down low and got under Volk to take over second. The halfway sign came out with the only order change the one between Podergois and Volk. Hames was running a good tight line that held everyone at bay. Volk was attacking Podergois at all angles but was unable to find a chink in the armor and had to settle for third. Win number one went in the column for Hames with Podergois second and Volk third.

Klatt got a fantastic start that put him in the lead as the 250cc half mile Money main got underway. Hames was right on his tail with Steve Monger and Bobby Garabedian third and fourth. Hames had the lead as they came around on lap two with his fancy corner riding and Monger was getting set up to make his move. It came on the next lap as he also got a wheel under Klatt and went to second. Vital, who was back in sixth, was starting to go to work as he moved to fifth by the halfway mark, disposing of Garabedian. Two laps later Podergois fell to Vital's attack and the front runners were in sight. Klatt was not about to become a victim and with three laps to go everyone went on the defensive and it was Hames, Monger and Klatt at the checkered.

Danny Perkins took a commanding lead as the big bike half mile main got underway. Volk was second and Selvy third. Hames moved Selvy out of third on the second lap and was closing the gap on Volk when Perkins lost it going into turn three and brought out the red flag. Fortunately Perkins only had the wind knocked out of him but his bike was badly damaged and he was out. A single file restart was called with Volk the leader, Hames second and Selvy third. Hames again pulled a trick out of the bag and had the lead when they came by on what was now the fifth lap. Dylan Neihart had gotten around Selvy to take over third. On the seventh lap Selvy went out with a sick bike and John Lundgren filled the hole but Steve Polson was knocking on his door and on the eighth lap found it open and went on through. With the white flag out Hames was on his way to his third win of the night with Volk picking up second and Neihart third.

Dennis Briggs was the only other rider to claim a Money win as he went wire to wire in the Open short track. J.R. Cullinan and Earl Roloff followed him home. Briggs also picked up the Open Expert half mile but not without a good race from Rex Hailey who had already claimed the Open Amateur/Expert short track.

Orlando Lamboy, Rob Ely and Joseph Peterson all had double wins in the Open Novice, 125cc Expert and Mini Novice classes respectively.

Roger Thompson was shy one win of beating Hames in the win division as he won both 125cc Novice classes and the Mini Expert short track. Curtis Cannon pulled him up short when he came up with the win in the half mile Mini Expert race.

Results

SHORT TRACK
MINI NOV: 1. Joseph Peterson (Yam); 2. Robert Peterson (Yam); 3. Kevin Clark (Yam).
MINI EX: 1. Roger Thompson (Yam); 2. Curtis Cannon (Yam); 3. Jimmy Snow (Yam).
125cc NOV: 1. Roger Thompson (Yam); 2. Bruce Nordstrom (Yam); 3. Curtis Cannon (Yam).
125cc AM/EX: 1. Rob Ely (Yam); 2. Bob Garrison (Yam); 3. Ken Barrow (Bul).
250cc NOV DIV I: 1. Mike Roach (Hon); 2. Mike Taylor (Yam); 3. David Vogel (Yam).
250cc NOV DIV II: 1. Randy Howard (Yam); 2. Mike DeBruyn (Yam); 3. Ron Sheets (Yam).
250cc MA: 1. Shawn Pettis (Bul); 2. Bruce Windham (Suz); 3. Pat Seigle (Yam).
250cc EX: 1. Rich Volk (Yam); 2. Terry Singleton (Ammex); 3. Dennis Briggs (Kaw).
OPEN NOV: 1. Orlando Lamboy (Yam); 2. Kelly Shane (Bul); 3. Bob Petritz (Yam).
OPEN AM/EX: 1. Rex Hailey (Yam); 2. Ben Meyer (Kaw); 3. John Gant (Yam).
250cc MONEY: 1. Pete Hames (Yam); 2. Scott Podergois (Yam); 3. Rich Volk (Yam).
OPEN MONEY: 1. Dennis Briggs (Kaw); 2. J.R. Cullinan (Tri); 3. Earl Roloff (Yam).
HALF MILE
MINI NOV: 1. Joseph Peterson (Yam); 2. Robert Peterson (Yam); 3. Kevin Clark (Yam).
MINI EX: 1. Curtis Cannon (Yam); 2. Roger Thompson (Yam).
125cc NOV: 1. Roger Thompson (Yam); 2. Curtis Cannon (Yam); 3. Keith Guthery (Yam).
125cc EX: 1. Rob Ely (Yam); 2. Bob Garrison (Yam); 3. Jimmy Snow (Yam).
250cc NOV DIV I: 1. David Vogel (Yam); 2. Paul Johnson (Bul); 3. Randy Howard (Yam).
250cc NOV DIV II: 1. Robert Burns (Yam); 2. Mike Roach (Hon); 3. Mike Taylor (Yam).
250cc AM: 1. Pat Seigle (Yam); 2. Greg Sargent (Yam); 3. Ben Meyer (Yam).
250cc EX: 1. Steve Monger (Yam); 2. Terry Singleton (Ammex); 3. Mike Redding (Yam).
OPEN NOV: 1. Orlando Lamboy (Yam); 2. Kelly Shane (Bul); 3. Bob Petritz (Yam).
OPEN AM: 1. Ben Meyer (Kaw); 2. John Gant (Yam); 3. J.L. Guy (Bul).
OPEN EX: 1. Dennis Briggs (Yam); 2. Rex Hailey (Yam); 3. Steve Polson (Yam).
250cc MONEY: 1. Pete Hames (Yam); 2. Steve Monger (Yam); 3. Ross Klatt (Yam).
OPEN MONEY: 1. Pete Hames (Yam); 2. Rich Volk (Yam); 3. Dylan Neihart (Yam).

Greenway takes two at Corona MX

By Ron Lawson

CORONA, CA, JAN. 26

The night belonged to John Greenway. He came out to Corona Raceway armed with two DG Yamahas which he used to set fire to both the 125cc and 250cc Pro classes in the face of some stiff competition.

In the first 125cc moto, that competition was named John Silva (Suz). Fred Conover (Kaw) grabbed the holeshot over Silva and Greenway, but by the end of the second lap the duo had displaced him to third. Silva held on to the lead by a hair for a couple of laps before Greenway took over, but the battle was far from over. Silva pulled up alongside Greenway several times only to have the door shut as they went into turns. Finally, on the last lap, Silva shot back into the lead. When they went into the last straight before the finish Greenway put out a last ditch effort to retake the top position and succeeded. It was close, but the DG rider took the win by half a bike.

In round two, Silva's luck was running true again and he took a start that was so miserable that he eventually retired. Greenway passed Conover and Andy Orescanin (Suz) to take the lead on the third lap. He went on to win the race with Orescanin following distantly.

Greenway set out to do it again in the 250cc class by leading from start to finish. Wayne Brostle (Yam) held second early in the race, and then Gary Jones, the Ammex man, came up and zapped him. Also coming up from the rear was Yamaha-mounted Juan Benavidez, who put in an excellent ride to wind up in fourth place.

Robert Gray (Yam) held the lead off the line in the second round, but Greenway was in front before the end of lap one. Soon, Jones also managed to move past Gray and he wasted no time in setting out after Greenway. The battle for the lead was soon hot, but Greenway held out under the pressure to take first overall. Third place went to Dane Wigington (Yam) with his 6-4 score ahead of Pryor Campbell (Hon) and Benavidez.

Bob Rowell (Suz) took top honors in the 125cc Intermediate class with a near perfect ride. He led every lap of both motos while Keith Williamson (Yam) and Fred Combs (Suz) diced over second place. Combs was on top at the end of moto one, but Williamson was the man in the tie-breaking last moto.

In the high school MX, the Fontana school banner was carried to victory by Mark Risk and Chris Burr. Risk topped both motos in the 125cc Intermediate class to give his school a valuable 20 points while Burr took the 175cc Novice class with his 1-2 punch.

Results

MINI BEG: 1. Jason Rincon (Kaw); 2. Mike Palozzolo; 3. Richard Young (Yam).
100 BEG: 1. Gary Clark (Yam); 2. Matt Urbanki (Yam); 3. Joe McCoy (Yam).
100 NOV: 1. Chris Parker (Yam); 2. Ernie Becker (Suz); 3. Brian Fountain (Yam).
125 BEG: 1. Glen Parrish (Yam); 2. Steve Cardillo (Suz); 3. Vince Ehnes (Yam).
125 BEG: 1. Doug Reyes (Yam); 2. Howard Tresville (Suz); 3. Mike Wilkinson (Suz).
125 NOV: 1. David Callaway (Suz); 2. Pat Weber (Suz); 3. Joe Nist (Suz).
125 NOV: 1. Chip Vogel (Yam); 2. Doug Maxwell (Suz); 3. Sam Ramirez (Suz).
125 INT: 1. Bob Rowell (Suz); 2. Keith Williamson (Yam); 3. Fred Combs (Suz).
125 EX: 1. John Greenway (Yam); 2. Andy Orescanin (Suz); 3. Fred Conover (Kaw).
250 BEG: 1. Scott Hydis (Kaw); 2. Matt Saruwataki (Yam); 3. Gary Moore (Hus).
250 NOV: 1. Dave Fernandez (Yam); 2. Tony Apadaca (Hon); 3. Kenny Guyett (Amx).
250 INT: 1. Dannis Wooldridge (Hon); 2. Todd Schaeffer (Suz); 3. Rob Miller (Hon).
250 EX: 1. John Greenway (Yam); 2. Gary Jones (AMX); 3. Dane Wigington (Yam).
OPEN BEG: 1. Tom Brennan (Yam); 2. Eric Blanke (Mai); 3. Kevin Rile (Yam).
OPEN NOV: 1. Pat Longfellow (KTM); 2. Jim Speight (Mai); 3. George Henderson.
OPEN INT: 1. Ron Lawson (Suz); 2. Jerry Ebling (Kaw); 3. Ken Libke (Mai).
HIGH SCHOOL
100 NOV: 1. Evert Wheeler (Yam); 2. Tony Rossetti; 3. Larry Matsenaver (Yam).
MINI SR: 1. Don Sigrist (Yam); 2. Barney Frank (Suz); 3. Pete Swinsinski (Yam).
125 NOV: 1. Mark Spiker (Suz); 2. Butch Peick (Yam); 3. Ron Clement (Hus).
125 INT: 1. Mark Risk; 2. Jim Martin (Yam); 3. Larry Bromley (Hon).
175 NOV: 1. Chris Burr (Yam); 2. Dave Halverson (Kaw); 3. Ron Kenyon (Suz).
250 SR: 1. Laython Loop (Hon); 2. Robert Young (Hon); 3. Mike Rix (Hon).
500 SR: 1. Laython Loop (Hon); 2. Guy Campbell (Suz); 3. Mike Rix (Hon).

Pete putts to OTHG MX victory

By Bang Bang Bobo Ingram

BAKERSFIELD, CA, JAN. 21

In quest of variety the Over the Hill Gang journeyed to Sprockets Park for the first time to compete on what turned out to be a fast, twisty, well-prepared, mile-and-an-eighth motocross track. Jerry Shore of American Motocross Enterprises was host for the day's events.

The Expert class had 13 race-ready riders vying for position at the start line, utilizing a flag start with the Amateur class behind the starting gate to follow. When the green flag dropped for the start of moto one, Putt Putt Pete followed Rathole Rocky for two laps, putting the pressure on Rocky to make a mistake, which came early when Rocky highsided a switchback berm and Pete putt-putted past, taking the lead and the win.

Moto two's start was a carbon copy of the first, except that Putt Putt Peter got past holeshot specialist Rathole Rocky very early and extended his lead with every lap, followed closely by Maniac Mike. Pete went on to take top honors with his 1-1 finishes. Maniac Mike had to overcome his bad start in moto one which put him in the middle of the pack. However, moto two had Maniac Mike motoring madly past other riders to chase the leaders and finish with a score of 3-2 for second overall. Rathole Rocky was 2-3 for third followed by a steady, strong and consistent Rollover Rick (4-4).

The Amateurs blasted out of the gate a short distance behind the Experts and seemingly set the same pace as their upper classmen. In both motos, Driller Dale took command darting directly to the front of the pack, extending his lead and even mixed in with the Experts in moto one in a show of riding skill to dominate the Amateur class with a score of 1-1. In what seemed to be a separate race, the rest of the Amateurs followed the Driller with Come-on-Chuck leading them in both motos. Holding his position with never a threat, Come-on-Chuck went on to finish second in both motos. Dinky Denny worked his way up from the middle of the pack each moto to finish 5-3 for a decent third place.

With a field of 18 riders the Intermediates crowded together at the starting gate allowing little margin for error. Although he did not totally dominate his class with wire-to-wire motos, Ratchet Richard would be in the lead in the last lap and that's when it counts. Kwik Keith had always been competitive in the past but since acquiring his new yellow scooter he has been among the front runners and top finishers. In both motos Keith careened crazily through heavy traffic to score 6-2 for the second place slot. Decomposed Dan put together a back-to-back 4-4 score to nab third place followed by Bang Bang Bobo (3-5) and Diver Dan (2-10) who finished fourth and fifth respectively.

The number 13, considered unlucky by some racers, was merely the number of Novices scheduled to race. With a lot more skill than luck both motos were won by a new member of the Club, Gary Busby. In both motos Gary went to the front and extended his lead with every lap to score 1-1 for first place. In what looked almost likke a separate race Just Jim led the rest of the pack past the scorekeepers. Being challenged once by Alkatraz Al and once by Leaky Lee, Just Jim jousted with them and went on to score 2-2. Wailing Wally put together a score of 4-3 for third place followed by Scooter Scotty and Leaky Lee.

Results

EXPERTS: 1. Putt Putt Pete (Yam); 2. Maniac Mike (KTM); 3. Rathole Rocky (Yam).
AMATEURS: 1. Driller Dale (Mai); 2. Come-on-Chuck (Mai); 3. Dinky Denny (Yam).
INTERMEDIATES: 1. Ratchet Richard (Mai); 2. Kwik Keith (Yam); 3. Decomposed Dan (Mai).
NOVICES: 1. Gary Busby (Yam); 2. Just Jim (Mai); 3. Wailing Wally (Mai).

Ehlers electrifies DDMC D-37 MX

By Lee Taylor

LONG BEACH, CA, JAN. 28

With snow falling at random throughout the Southland, Cycle Haven settled for chilling winds off the ocean and two drops of rain. The Dirt Diggers M.C., undaunted by the cold, settled into Cycle Haven for the running of their AMA D-37 Semi-Pro MX, with a purse of $900. As always, they drew a large turnout of riders and spectators, breaking the previous attendance record.

A combined class of all the Pros and Amateurs absolutely tore up the track in some of the hottest action seen at Cycle Haven.

The first moto saw Keith Ehlers out in front and on his way to victory in the 250cc Pros. In close pursuit were Jerome Zimmer, Amateur Mike Foley and Jim Crowder, new to the Pro ranks. Jody Wyechi found himself in the middle, with a regular army of race hungry riders keeping the heat on. Throughout the pack, heavy dicing was the key to the game. Frank Steila, Jr. was locked into a duel with Jim Turner that carried them neck and neck deep into every berm and clear to the end of the moto. Mike Pope and Mike Boal were at each

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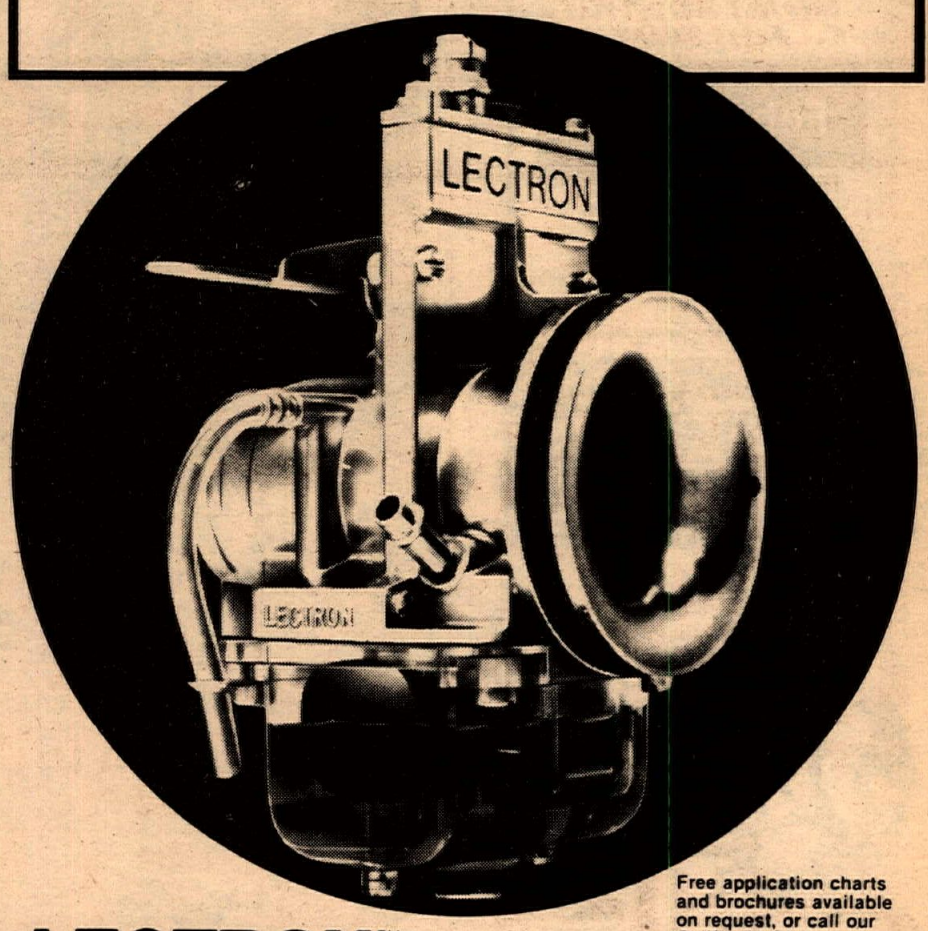

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(Above) Stylish Al Stinebaugh (2) topped the D-37 Senior Expert class.
(Below) Rick Hemme (12z) and Eric Collins (318) let go at AME's Minicross.

other over every inch of the track, busy trying to hold back Crowder who was in high gear closing fast. Wyechi meanwhile, found Bob Carpenter and Gary Goforth breathing down his jersey, pursuing him down to the last second.

Foley, in command of the 250cc Amateurs, was keeping an eye out for Mitch Shook and Crowder. With these two Pros on his tail, Foley put in a super ride and managed to hold them at bay.

As the checkered flag came out, heavy dicing continued down to the last minute with Ehlers holding a commanding lead and taking the first of a pair of wins for the 250cc Pro division.

The second time around the Pros and Amateurs settled into their respective camps for one of the fastest motos of the day.

For the Pros, Glenn Page found Craig Adams and Keith Ehlers glued to his tail. Crowder was closing in fast and had his hands full keeping ahead of Bob Carpenter and Al Stinebaugh. Carpenter and Stinebaugh soon put considerable distance between themselves and the rest of the pack and set up one of the hottest duels of the day. Page pulled on out in a respectable lead as Adams and Ehlers broke out into leads of their own, leaving the pack behind.

For Crowder, the second moto was a bitter disappointment when he had to pull off to the side of the track, nursing a sick bike.

Carpenter and Stinebaugh continued, wheel-to-wheel combat deep into every berm, high off the jump and down to the wire with inches to spare.

When the checkered flag signaled an end to the madness, Adams emerged the victor of the Open Pros with a beautiful pair of back-to-back wins. Stinebaugh took down second overall and third went to Pope. For the 250cc Pros, Ehlers took home top dollar with a pair of aces and Carpenter was there for second.

In the 125cc Pros, Glenn Page took home top money for the class with Crowder scoring second overall.

The Amateurs attacked the second moto with high spirits. Goforth was in the lead with an anxious Foley in close pursuit followed by Jeff Moeller and Wyechi. Goforth and Foley pulled away from their attackers and set up a royal battle of their own until a lapped rider slowed things considerably. Moller and Wyechi soon gained lost ground and both of them slipped on by Foley, setting him back to fourth.

When the winning flag waved them home, Paul Huffmaw took down the overall win in the Open Amateurs with second going to Mike Boal. In the 250cc Amateurs, a tie existed between Wyechi and Foley for second with third overall going to Moeller. Dave Bradshaw brought home the gold for the 125cc Amateurs with Rick Bradshaw scoring second.

Results

MINI NOV: 1. Charlie Morris, Jr.; 2. John Hughlett; 3. Dan Hammack.
125cc NOV DIV I: 1. John Rudder; 2. Mike Matson; 3. Mike Brinkley.
125cc NOV DIV II: 1. Tim Sheltow; 2. Dan Arellano; 3. Mike Frank.
250cc NOV: 1. Larry Earhart, Jr.; 2. Kris Wilcox; 3. Warren Lowe, Jr.
OPEN NOV: 1. John McCormick; 2. Ed Walters; 3. Mike Kell.
MINI AM: 1. T.D. Swets.
125cc AM: 1. Dave Bradshaw.
250cc AM: (Tie) 1. Jody Wyechi, Mike Foley; 3. Jeff Moeller.
OPEN AM: 1. Paul Huffmaw; 2. Mike Boal.
MINI EX: 1. Johner Kight.
125cc PRO: 1. Glenn Page; 2. Jim Crowder.
250cc PRO: 1. Keith Ehlers; 2. Bob Carpenter.
OPEN PRO: 1. Craig Adams; 2. Al Stinebaugh; 3. Mike Pope.
SIDEHACKS: 1. Bob Sanner and Kris Wilcox; 2. Loren Immken and Ronald Peck; 3. Mark Reinhart and Damon Duckett.
SENIORS
NOV: 1. Chris Walters; 2. Bill Harvey; 3. Ken Meter.
AM: 1. Rick Seiman; 2. Earl Nichols; 3. Tom Brown.
EX: 1. Al Stinebaugh; 2. Nate Sciargua; 3. Charlie Conway.

Hemme's hot at AME Minicross

By Judy Greenberg
Photo by Bob Greenberg

VALENCIA, CA, JAN. 28

The American Minicycle Association held its 1979 season opener at Indian Dunes, with over 160 riders flanking the minicycle course, now being re-designed for the new season. Italjet U.S.A. gave gift certificates, hats and frisbees to the Pee Wee and Junior Cycle winners on Italjets. A drawing was held for leathers and a specialty RM80 pipe donated by J.D. Engineering; and all entrants received free AME T-shirts.

Riding for U.S. Yamaha and J.D. Engineering was Minicycle Expert Eric Collins in an exciting melee with Rick Hemme (R&D) and Mark Tomaselli. This trio of Experts pulled from the pack in the 105cc Open class, with Hemme holeshotting all three motos. In the first, Tomaselli closed in and waited for seven laps to make a move, but it never came to pass, as a controlled Hemme kept his wheel in front to the finish.

The second time, Collins sandwiched himself between the two until Tomaselli moved him out and held him off down to the wire.

It was anything goes as they left the gate for the last time. Collins pressured Hemme relentlessly from the start. Heading down the back straight in the third lap, Collins pulled his front end in the air and wheelied into the lead, leaving Hemme to fend off Tomaselli. The battle continued with Tomaselli and Hemme seesawing back and forth. When Tomaselli hit some rough earth, he was forced back a few bikelengths but managed to hold third.

Equally exciting were the Junior Cycle Experts, who had the spectators on their feet from the start of the first moto. It was Marty Rickard, sporting his new Number One plate, toe to toe out of the gate with Todd Bess (Itj). On the downhill, Eddie Hicks joined the battle and moved into second. Reaching Rickard's side at the tower turn, Hicks pulled into the lead and

from there on put ground between them. Meanwhile, a storm brewed mid-pack as Mouse McCoy, Michael Knapp, Buddy Dumo and Don Feeley geared their Italjets into action as they closed in on Rickard. The checkered flag called Hicks in with a healthy lead, followed by Rickard and the Italjet thunder.

The second time, Hicks and Bess were first off the line, with Hicks taking the lead to the finish. Bess held second and Knapp third.

Hicks was plagued with a bad start in moto three and tailed off the line. Bess commandeered the troops, followed by Knapp, Rickard and Dumo. With each lap, Hicks advanced through the pack and captured second with the white flag in sight. There wasn't enough time for a move on Bess, but his 1-1-2 ride gave him the overall, with Bess second and Knapp third.

Results

PEE WEE EX MOD: 1. Kevin Samford (Suz).
PEE WEE JR: 1. Bobby Dlugo (Suz); 2. Matt Blacklock (Suz); 3. Danny Lamb (Suz).
JR CYCLE MOD EX: 1. Eddie Hicks (Suz); 2. Todd Bess (Itj); 3. Michael Knapp (Itj).
JR CYCLE MOD INT: 1. Ricky Dumo (Suz); 2. John Mathews (Itj).
JR CYCLE MOD JR: 1. Scott Brown (Itj); 2. Charlie Butler (Itj).
JR CYCLE MOD BEG: 1. Bob Paugh (Suz); 2. Stephen Hughes (Suz).
JR CYCLE STOCK EX: 1. Buddy Dumo (Itj); 2. Michael Knapp (Itj); 3. Todd Bess (Itj).
JR CYCLE STOCK INT: 1. Ricky Dumo (Itj); 2. Lance Johnson (Suz); 3. John Mathews (Itj).
JR CYCLE STOCK JRS: 1. Scott Brown (Itj); 2. Brad Gentry (Itj); 3. Charlie Butler (Itj).
JR CYCLE STOCK BEG: 1. Bob Paugh (Suz); 2. Shane Trittler (Suz); 3. Stephen Hughes (Suz).
105cc OPEN: 1. Rick Hemme (Suz); 2. Eric Collins (Yam); 3. Mark Tomaselli (Suz).
83cc MOD EX: 1. Rick Hemme (Suz); 2. Eric Collins (Yam); 3. Robbie Brown (Kaw).
83cc STOCK EX: 1. Mark Tomaselli (Suz); 2. Dough Gentry (Suz); 3. Robbie Brown (Kaw).
83cc MOD INT: 1. Brand Johnson (Suz); 2. Andy Nelinger (Kaw); 3. John Hemme (Suz).
83cc MOD INT: 1. Gary Szilagyi (Kaw); 2. Jack Greenberg (Suz); 3. Andy Ellis (Yam).
83cc STOCK INT: 1. Brand Johnson (Suz); 2. Andy Ellis (Yam); 3. Jason Wagner (Yam).
83cc MOD JRS 12 +: 1. Frank Darr (Suz); 2. Jeff Hanzo (Suz).
83cc STOCK JRS 12 +: 1. Richie James (Suz); 2. Frank Darr (Suz); 3. Mike Pryor (Suz).
83cc MOD JRS 9-11: 1. Robert Laughlin (Yam); 2. Gilbert Valdez (Suz); 3. Scott Brown (Kaw).
83cc STOCK JRS 9-11: 1. Michael Knapp (Yam); 2. Gilbert Valdez (Suz); 3. John Rodriguez (Suz).
83cc STOCK JRS 9-11: 1. Michael McCoy (Suz); 2. Scott Brown (Kaw); 3. Todd Bess (Yam).
83cc MOD BEG: 1. Ron Caldwell (Suz); 2. Michael Greenwood (Yam); 3. Jason Stephens (Yam).
83cc STOCK BEG 12 +: 1. Mark Harwell (Suz); 2. Mark Celebron (Suz); 3. Ernie Soleido (Suz).
83cc STOCK BEG 9-11: 1. Ron Caldwell (Suz); 2. Mike Greenwood (Yam); 3. Toby Geen Lawes (Yam).

Yafchak, Vargus heat up AME Sprockets Park MX

By Laura Richard

BAKERSFIELD, CA, JAN. 21

Some of the best racing we've seen in a long time was burning up the track at Sprockets Park this weekend with American Motocross Enterprises.

The 250cc Intermediate class saw Jerry Boyd (Yam) taking the lead with Mike Yafchak (Yam) in second, pushing hard for the lead. Boyd was able to hold on and take the first moto with Yafchak in second and third going to Rusty Baron (G&S Cycle Mai).

The second moto again saw Boyd taking the lead with Yafchak fighting his way through the pack to take over the lead. Baron worked his way into second, dropping Boyd to third.

The overall went to Yafchak, while second went to Boyd and Baron took home third.

In the Open Intermediate race Brian Vargus (Suz) showed everyone how it was done with back to back wins. In moto one he had some strong competition from Peter Dill (Yamaha of Goleta) but Dill had to settle for second with third going to Mike Rehorn (S&S Kawasaki KTM).

Moto two saw Vargus take the holeshot again with Don Durrer (Yam) in second and Jeff Lendley (Suz) in third. Durrer put up a good fight but at the checkered flag it was all Vargus. Vargus took the overall with second going to Durrer and third going to Rehorn.

With the drop of the gate for the Open Pros Darren Oliver (Bakersfield Yamaha) grabbed the holeshot and the lead with Wally Koch (Mai) in second and Bill Hagen (SyKlops Mai) in third. Some strong riding on the part of Hagen enabled him to put the pass on Koch and then Oliver to take the lead, while in the pack Steve Rawson (Cole Bros. Mai) was working his way into second place.

Moto two saw John Dallaire (A-Jay Mai) taking the holeshot and the lead with Oliver in second and Hagen in third. Dallaire pulled his lead to about 10 seconds over the rest of the pack. Hagen put the pass on Oliver to take second while Rawson was working his way up to pass Oliver and then he took Hagen to take over second. The overall for the day went to Rawson, with Hagen taking second and third going to Oliver.

Results

JR CYCLE JR: 1. Bobby Hoffman (Suz); 2. Billy Hoffman (Suz); 3. Alex Rogers (Hon).
JR CYCLE INT: 1. Marty Rickard (Suz).
MINI JR: 1. Craig Frut (Suz); 2. Bob Sisco (Suz); 3. Katrina Wallis (Suz).
MINI INT: 1. Gary Szilagyi (Kaw); 2. James Bennett (Suz).
MINI EX: 1. Allan Hopper (Kaw); 2. Jeff Black (Yam).
100 JR: 1. Kirk Belto (Yam); 2. Joe Lundgren (Yam); 3. John Carpenter (Suz).
100 INT: 1. Chris McCauley (Suz); 2. Bobby Wright (Suz).
100 EX: 1. Allen Hopper (Suz); 2. Jerry Coffey (Yam).
WOMEN'S DIV: 1. Donna Gilio (Suz).
VET EX: 1. Roll Over Rick (Yam); 2. Ron Miller (Yam); 3. Keith Phillips (Suz).
125 JR: 1. Mike Miller (Yam); 2. Marc Halaby (Suz); 3. Bill Dewins (Suz).
125 INT: 1. Randy Harden (Suz); 2. Mike Moscrop (Suz); 3. John McCauley (Suz).
125 PRO: 1. Bill Keese (Suz); 2. Mike Willis (Suz); 3. Doug Nicol (Suz).
250 JR: 1. Steven Noland (Hon); 2. Will Barr (Hon); 3. D. Melton (Hon).
250 INT: 1. Mike Yafchak (Yam); 2. Jerry Boyd (Yam); 3. Rusty Baron (Mai).
250 PRO: 1. Randy Lewis (Hus); 2. Russ Norton (C-A); 3. Tom Kelly (Yam).
OPEN JR: 1. Ken Post (Yam); 2. Dave Hensche (Yam); 3. Mike Capello (Yam).
OPEN INT: 1. Brian Vargus (Suz); 2. Don Durrer (Yam); 3. Mike Rehorn (KTM).
OPEN PRO: 1. Steve Rawson (Mai); 2. Bill Hagen (Mai); 3. Darren Oliver (Yam).

Learn leads the way at CMC Golden State Sportsman round #4

By Mark Kariya

CARLSBAD, CA, JAN. 27

The Continental Moto-sports Club/Suzuki Golden State Series visited Carlsbad for round four. Due to preparations on the regular motocross track for the Pros the next day, Juniors and Intermediates rode what amounted to a short SRA grand prix course, minus asphalt. There were no jumps and few bumps, thus making for a fast and flat-out circuit.

Ross Learn (Suz), from Spokane, WA, scored convincing wins in both motos of 100cc Experts. Despite overshooting a turn and taking an unexpected trip through waist-high brush in the first moto, he always had command of the situation.

Allen Hopper (Yam) and David Conrad (Suz) followed him in both times for second and third.

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THE LATEST POOP BY PAPA WEALEY

"The posey-pluckers are trying to put this motorcyclist-who-was-elected-to-the-legislature in his place," State Assemblyman Bob Hayes said in a phone conversation with Papa last week. Hayes, our motorcyclist assemblyman, needs our help. Here's what's happening: Under existing law, revenues from personalized vehicle license plates go to the California Environmental Protection Program Fund. Hayes wants to change that. He wants to offer, through Assembly Bill 101, personalized vehicle license plate buyers the alternative to have the revenue directed to the Off-Highway Vehicle Fund. Obviously, the "posey-pluckers" want the money in their environmental protection fund. An interesting sidelight is that, when the environmental protection fund was audited recently, it was discovered that 95% (yes, 95%) of the money was being spent on administrative costs! Here's how we can help Assemblyman Hayes. Write a letter to your State Assemblyman saying that you'd like him to support Assembly Bill 101. And don't be afraid to tell him why. Please send a copy of your letter to Bob Hayes, too. Send it to Room 6007, State Capitol, Sacramento, CA 95814. Papa's sending out his letter today; it has to be there before Feb. 13 at the very latest.

Playing games with numbers: At the Astrodome Yamaha Gold Cup races, Randy Goss earned 13 AMA/Winston Pro Series points each night (two third place finishes), and now leads the series in points. Goss' riding number, by the way, is 13.

Injuries claimed a couple of riders in the Houston TT. Eddie Lawson had his foot slip off the peg while he was landing from the jump, crashed and dislocated his left shoulder. Alex Jorgensen, who dropped out late in the National, flew home to undergo surgery on knee ligaments.

Ted Boody, winner of the Houston short track, announced that he will ride the Daytona 200.

Steve has a beard. In fact, two do. Steve Eklund and H-D factory mechanic Steve Storz showed up at Houston with full facial foliage.

Hank Scott is crossing his fingers that he has a bike to ride in the April 14 Sacramento, CA, Winston Pro Series mile. "Having a mile so soon," said Scott at Houston, "is putting Carl (Patrick) and myself in a bind. Carl sold last year's miler and we haven't received our new Harley yet. I guess I'll be all right; I've got a Triumph we might breathe a little life into if things really get bad." Scott's luck went sour at Houston and he failed to make either National.

Houston TT winner Mickey Fay rewarded by Honda with a trip to Japan, a new bike of his choice and a reported $10,000 bonus. Fay would neither confirm nor deny the figure. "Honda took care of me really good," was all he'd say when the questioning approached the subject of money.

Kenny Roberts, who didn't compete at Houston when the promoters turned down his request for a rumored $10,000 to ride the TT, still played a part in the race. Skip Aksland used the frame Roberts had made specially for the event and stuffed in his own Yamaha TT500 engine. Aksland finished fifth in the National.

John Gennai's second place in the Houston TT National marked the California rider's third consecutive top three finish in the event. Gennai was third in the '77 TT and placed second last year. "I'm pleased with my second place," said Gennai at Houston. "Next year it will be my turn to win."

The dismal, rainy weather made the outdoor pit area of the Houston Astrodome for the double Winston Pro Series Nationals a grim place to work in. Corky Keener summed up the thoughts of many riders with, "These have been the worst two days I've ever spent at a race". Few riders thought to bring awnings, tarps or wet weather clothing. Thus, most looked very soggy by the time practice and qualifying finishing on both days. "Try rebuilding an engine in the rain some time," said one rider, "It isn't any fun!"

Jay Springsteen also spent a dismal two days at Houston and did not compete in either National. The defending AMA Grand National Champion arrived with what doctors later diagnosed as an intestinal virus and got progressively sicker as the action wore on. In addition, Springer received a couple of bad bruises on his left leg when he was involved in a crash during his TT heat race. "He wanted to race the short track," said tuner Bill Werner, "but was so sick by the time qualifying came around that he couldn't even keep water in his stomach."

Papa's reserved his seat for the Feb. 9-10 Yamaha Gold Cup Supercross to be presented in the Seattle Kingdome by the Seattle Post-Intelligencer and promoted by Pace Management. Tickets, if you don't have them already, are still available at the Kingdome, Fidelity Lane, Ernst Home Centers and Seattle area Yamaha dealers. The super $14 model gets you pit access from 7-8 p.m., and there are $10 and $8 reserved and $6 general admission seats on sale, too.

While you're thinking about your budget vs. tickets status, don't forget to allot enough for the AMA National Championship MX Series opener on March 24-25. Dirt Diggers North M.C. has announced that tickets for the Carmichael Honda Hangtown Motocross Classic are now on sale at Ticketron outlets and at selected northern California motorcycle dealers. Advance tickets cost $5 for the Saturday (local racers) program and $6 for the Sunday National Pro show. Kids' (7-12) tickets are $3 per day. Admission at the gate for Sunday will be $8; you save $2 per adult by ordering early. More info? Dial 916/920-1121.

Results from the opening round of the 9th annual Florida Winter-AMA MX Series are in. It was Team Suzuki's Mark Barnett topping the 125cc class, Honda-mounted Joe-Joe Keller acing the 250cc race and Maico rider Furman Grey taking 500cc class honors at the Feb. 4 St. Petersburg event.

Leading the AMA/Toyota Supercross point standings as the series heads for Seattle are Jimmy Weinert (28), Bob Hannah (24), Steve Wise and Kent Howerton (tied at 20) with Darrell Shultz (17) rounding out the top five.

If anyone's wondering why the Feb. 4 ARRA race at Willow Springs was cancelled, Papa has the answer. ARRA's Pat Manning called in with news that Willow was under a foot-and-a-half of snow! Try again on April 8.

Alan Hahn, who tuned Tommy Croft's Honda in '78, has left for Europe where he'll dial-in Andre Malherbe's GP Honda MXers.

Hi-Point Racing Products has one of the hottest three-man motocross teams around. Team Suzuki's Darrell Shultz, Kawasaki of Sacramento's Danny Turner and Pro-Trac Trailers' Danny "Magoo" Chandler will carry the Hi-Point banner.

American Motorcyclist Association officers were selected by the AMA Board of Trustees following the Class B membership's annual meeting in Houston during the Yamaha Gold Cup Motorcycle Race weekend. John Davidson of Harley-Davidson Motor Company repeats as AMA President for '79. Bob Craig, Jr. of Goodyear Tire and Rubber Company, and Gene Trobaugh of U.S. Suzuki Motor Corporation, also serve repeat terms as Treasurer and Assistant Treasurer, respectively. Roger Hull of *Road Rider* Magazine replaces Class A member Jim Wells as Vice President. Class A member Hazel Cobb replaces Tom Sargent of *Cycle* Magazine as Secretary.

Thanks to the alert personnel at Racecrafters International, the stolen equipment belonging to Yoshimura R & D was recovered last week. It seems that the thieves tried to pawn the highly-specialized equipment off to the Racecrafters shop.

There is no more Trans-AMA MX Series. The name "Trans-Am" is copyrighted by the Sports Car Club of America for their auto racing series, and they've pressured the AMA to discontinue using the title "Trans-AMA." Promoters of the series, which each year sees fewer and fewer Europeans come over here to compete, will probably rename it the "Trans-International" or "Trans-Continental" MX series. Word also has it that they'll try to draw more Europeans, but since the AMA divided the top riders into separate National classes, it may not really be necessary to have a big crowd of foreign riders. It'd still be a premier series where all our finest could race together head-to-head. Papa will keep you posted.

Chuck Sun sent Papa a letter from Belgium dated Jan. 29, and it holds all sort of news, some good and some bad. The bad news is that Chuck bailed off while practicing in four inches of snow and broke his right wrist. That was on Jan. 23. But as Chuck wrote, "God always works good from bad, and I have faith that will happen here." He says the cast will be off in one month, and he expects to be fit in time for the April 22 opening round of the 500cc World Championship MX Series in Austria. He's now headed back to Sweden to pick up a new Volvo. Chuck reports his GP bike is great; the Husky is "basically stock with a few trick odds and ends." Fan mail can be sent to Chuck during his European campaign through his team manager George Meeker, Violetstraat 13, 3950 Beringen, Belgium.

The Forest Service has released its recommendations concerning the RARE II wilderness program. The USFS recommendation, which goes through the White House to Congress, contains 15 million acres of wilderness, 11 million acres for further study and 36 million acres returned to non-wilderness, multiple use management.

About the recommendations, the AMA's Rob Rasor said, "We have some real concern over the 11 million acres in the further study category. Assistant Secretary of Agriculture Rupert Cutler, who initiated RARE II, made it pretty clear that he expects these areas to end up as wilderness sooner or later. However, Congress has the last word on the RARE II question. We will be there to help them answer it."

Public meetings concerning BLM wilderness in Oregon will be taking place later this month. The meetings will be held in Lakeview (Feb. 21, 23), Portland (Feb. 24), Prineville (Feb. 24), Eugene (Feb. 26), Burns (Feb. 27), Medford (Feb. 27), Baker (Feb. 27), Spokane (Feb. 28) and Vale (Feb. 28). More info on the sites or copies of the draft proposal are available from district BLM offices or write the BLM Oregon State Office, 729 NE Oregon St., Portland, OR 97208, 503/231-6276. The public comment deadline is Mar. 14.

Copies of the BLM draft wilderness proposals for the Ukiah district are available by calling 707/462-3873; or by writing to BLM Ukiah District Office, 555 Leslie, P.O. Box 940, Ukiah, CA 95482 or by dropping by the office.

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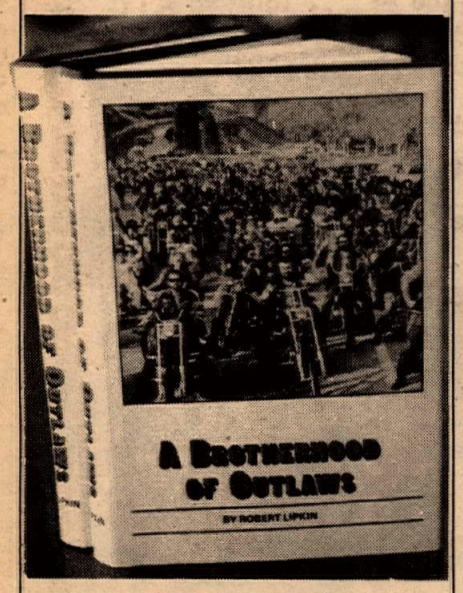

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A CMC Sportsman pack hits Carlsbad's impromptu first turn.

In 100cc Junior action diminutive Cory Perreault (Suz) and Chris Lewis (Suz) staged a race-long first moto dice, Perreault holding the edge at the checkered.

Tony Serpa (Suz), eighth in the first moto, came back to score a win in the second, placing him fourth overall. Perreault and Lewis trailed him in, but claimed the number one and two trophies. Ryan Eide (DG) tallied 4-4 for third.

Mark Anderson looked extremely fast in the 500cc Intermediates aboard his old YZ-D. Scott Walker (Suz) kept him in his sights until fading back about mid-race.

Walker wasted no time in the second moto, grabbing the lead immediately and holding it for the overall. Anderson, frustrated by bike problems, finished back in the pack. Greg Smith (Mai), 4-2, and David Metje (Yam), 5-3, earned second and third, respectively.

In 250cc Intermediates Division 2, Terry Tietz (Hon) jetted into the number one slot with Curt McCuistion right behind.

McCuistion snuck by at the end of the second lap, but almost high-sided in the same corner a couple of laps later to give Tietz the lead again.

They took the checkered flag in that order and went on a "victory" lap. Apparently, the two were concentrating on racing each other so much, they failed to see the flag and went on racing. McCuistion passed Tietz and "won."

Bob Wosick (Hon) was third at the first flag while David Hammond (Hon) held off Mark Page (Esc) for fourth.

McCuistion flew his green machine to the front of moto two, staying there to collect the overall as Tietz lost it on lap three.

Page, after a bad start, held fifth on lap two, moving up to second by lap four, ahead of Hammond and Wosick. They earned those positions overall.

Three riders appeared to be drafting each other in the 250cc Junior Divsion 1. Todd Williams (C-A) dropped back to a distant third a few laps from the end, letting Clyde Wilson (Hon) and Michael O'Neal (Suz) do battle. O'Neal scooted into the lead in the last corner of the white flag lap when Wilson overbraked and slid out. He got going quickly to salvage second.

Moto two saw Wilson with an early lead. Greg Apostolou (Hon) got by him at one time, but dropped back to third. In the moto and overall, Wilson got the win. O'Neal second. Stephen Hodapp (MM) went 6-5 for third, Apostolou 9-3 for fourth.

Dave McGhee (Yam) looked fairly secure leading the first division of 125cc Intermediates. He was tossed over the bars and out of the race, though, when his front end caught a berm the wrong way.

Kevin Hopkins (Yam) took over at that point, riding to victory over Mike Sprenger (Suz) and Craig Wessel (Suz).

Hopkins made it look easy in moto two as he smoked along, in front and alone. Randy Ross (DMG) held second until overtaken by Bryan Maloney (Esc) who was later disqualified. Ross and Sprenger were credited with second and third in the moto, but giving them third and second, respectively, behind Hopkins overall.

Results

MINI EXP: 1. Richard Sands (Kaw); 2. Jeff Stanford (Yam).
MINI INT: 1. Pat Galan (Suz); 2. Ron Eversole (Suz); 3. David Berlin (Hon).
MINI JR: 1. John Blood (Suz); 2. Todd Hewatt (Yam); 3. Hank Erler (Suz).
100 EXP: 1. Ross Learn (Suz); 2. Allen Hopper (Yam); 3. David Conrad (Suz).
100 INT: 1. Mike Paulino (Suz); 2. Jerry Berlin (Suz); 3. Duke Wright (Yam).
100 JR: 1. Cory Perreault (Suz); 2. Chris Lewis (Suz); 3. Ryan Eide (DG).
500 INT: 1. Scott Walker (Suz); 2. Greg Smith (Mai); 3. David Metje (Yam).
500 JR: 1. Tom Walker (Suz); 2. John Allen (Mai); 3. Robert O'Hennesien (Suz).
250 INT DIV 1: 1. Donny Anderson (Hon); 2. Larry Morton (Hon); 3. Jerry Benson (Hon).
250 INT DIV 2: 1. Curt McCuistion (Kaw); 2. Mark A. Page (Esc); 3. David Hammond (Hon).
250 JR DIV 1: 1. Clyde Wilson (Hon); 2. Michael O'Neal (Suz); 3. Stephen Hodapp (MM).
250 JR DIV 2: 1. Ed Abella (Suz); 2. Tom Mastrosimone (C-A); 3. Rick Nielsen (Mai).
125 INT DIV 1: 1. Kevin Hopkin (Yam); 2. Mike Sprenger (Suz); 3. Randy Ross (DMG).
125 INT DIV 2: 1. Mike Holmes (Suz); 2. John Gardner (Yam); 3. Curtis Rough (Kaw).
125 JR DIV 1: 1. Scott Manning (Suz); 2. Cooper Wallace (Hus); 3. Steve Grangetto (Suz).
125 JR DIV 2: 1. Mark Howell (Suz); 2. Tony Jones (Suz); 3. John Carter (Suz).

Beltinck blasts Old Timers Racing World MX

By Bob Alloy

TRABUCO CANYON, CA, JAN. 21 The weather must of had us in mind and cleared for our race today. So with our freshly laundered jerseys, clean leathers, and gleaming motorcycles, 50 Old Timers took off for practice. Five laps later 50 Old Timers returned looking as if they had played in the mud all day.

In the Master class Jim Beltinck made winning look easy. The mud didn't seem to hinder him at all. He took the holeshot in both motos, and he held on for a 1-1. Marshall Jennings also showed with excellent style, coming through with a 2-2.

Senior Expert Don Jensen managed to find lines through the mud and was first to the checkered in moto one. Ken Williams parted the mud for second and Dick Frampton came in third. Dick Frampton took the second moto holeshot and the numero uno place with great style. Doug Archibald moved into second spot and Ken Williams captured third.

In the Expert class it was Ray Sanchez taking his customary spot (out in front) and continuing on to capture motos one and two. Dick Moseley did his thing for second spot for moto one with Bob Crandall taking it the second time around. Jim Jones hung in there for third.

Amateurs were given the "Here's mud in your face" treatment by Joe Bray as he took the lead and the first moto win. Bob Coffman, slipped and slid for second, and Gordon Mathieu took third. Moto two saw Asker Larnkjaer showing them how as he wrapped up the first spot. Bill Lyons didn't let the mud stop him with his second place showing, and following Bill was Bray for third. Bray took the overall win.

The Novice division started with Dan Harris blasting his way to the holeshot and a moto win. Dave Collins did his stuff and took second place, Bob Alloy took a third, and Bob Anderson was in there for fourth place. Moto two saw Robert Klatt in there with the holeshot but after four laps he traded places with Harris. Dan then took the lead and the moto. Klatt then came in for second, Alloy took third, and Bob Anderson was in the fourth position.

Results

MASTERS: 1. Jim Beltinck (Mai); 2. Marshall Jennings (Mai).
SENIOR EX: 1. Dick Frampton (Mai); 2. Ken Williams (Yam); 3. Don Jensen (Mai).
EXPERTS: 1. Ray Sanchez (Yam); 2. Bob Crandall (Suz); 3. Dick Moseley (Bul).
AMATEURS: 1. Joe Bray (Mai); 2. Asker Larnkjaer (Suz); 3. Bob Coffman (Mai).
NOVICES: 1. Dan Harris (Mai); 2. Bob Alloy (Yam); 3. Bob Anderson (Yam).

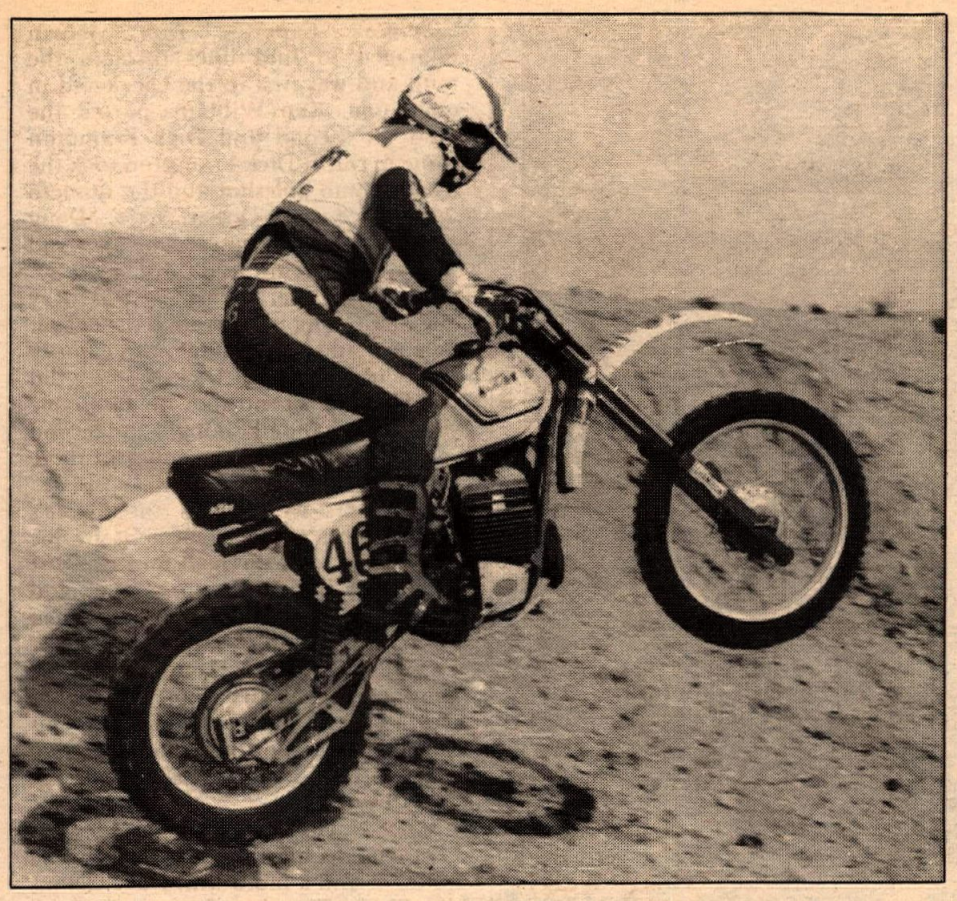
Dirt Riders M.C. host D-38 desert tripleheader

By Loretta Pipkin
Photo by Anthony DePalmer

SUPERSTITION MTN., CA. JAN. 14 Dirt Riders M.C. hosted a double D-38 points day at Superstition Mountain in Imperial County. Running on private land three separate timed races took place on a seven-mile course.

Open and 125cc bikes were combined in the first round. The Huskys were heavy as Randy Hollenbeck took the lead with Rick Finger on his fender. Chip Howell and Bill Tarling (KTM) were in hot pursuit. Finger and Tarling both seized on the second lap. Hollenbeck held the lead for four laps until Howell turned it on on the short course, moved up front, and kept it there. Jim Ribley and Claude Maynard were dicing and came toward the finish wide open in a dead heat; Ribley pulling a foot on Maynard at the checkered flag.

Bill Tarling and Rick Finger were at it again this time on their familiar 250cc mounts. Tarling had the lead with Finger a breath off his Baja rival for two laps. Finger's "Seizing Ghost" caught him again in the fifth lap. Mike Stearns had slipped in and took the lead, pulling away from Tarling but ran out of gas. Tarling charged



Bill Tarling won the 250cc class at the Dirt Riders' D-38 desert bash.

ahead and there was no catching him. Greg Silverthorn and Tom Brown had their own race running 10 feet apart for five laps. Paul Eddy and Dan Dibb diced it with Eddy copping second and Dibb third. Craig Rens won the 250cc Novice class — a fine ride for his first desert race.

Having time to lick wounds and repair machines, everyone was wired for the team race. Husqvarna MXer Mike McGowen, after being out with injuries, was back aboard his trusty Husky teamed with Jim Nichols. McGowen/Nichols set a hot pace for three laps. Chip Howell, teamed with Rick Finger, jumped in the lead and kept it away from all challengers. Bill Tarling/John Rogers charged early in the race but dropped to fifth by the end. Don Mathews/Matt Hope (on a 125cc) were movin' on as they finished fourth among all the hotshoes. Senior teams Cecil Hollenbeck/Bruce Cornell fought a close one against Tom Brown/Earl Nichols with only one spot between them at the finish. Father/son team Don Seay, Jr. and Don Seay, Sr. finished between Hollenbeck/Cornell and Brown/Nichols for second in class.

The next D-38 go will be another Dirt Riders Extravaganza at Plaster City on Feb. 26.

Also sneaking in the team race was our own desert photographer Tony DePalmer. Too bad no one had a camera on that one.

Results

OPEN/125cc: 1. Chip Howell (Open Ex); 2. Randy Hollenbeck (Open Ex); 3. Leon Livingston (Open Ex); 4. Jim Ribley (Open Ex); 5. Claude Maynard (Open Ex); 6. Bill Silverthorn (Open Ex); 7. Don Mathews (125 Ex); 8. John Rogers (Open Ex); 9. Roger Adsit (Open Ex); 10. Joe Clymore (Open Am).

250/SR: 1. Bill Tarling (250 Ex); 2. Paul Eddy (250 Ex); 3. Dan Dibb (250 Ex); 4. Lynn Brown (250 Ex); 5. Craig Rens (250 Nov); 6. Matt Hope (250 Nov); 7. Greg Silverthorn (250 Ex); 8. Bill Halbent (250 Ex); 9. Tom Brown (Sr); 10. Cecil Hollenbeck (Sr).

TEAM RACE: 1. Rick Finger/Chip Howell (Open Ex); 2. Mike McGowen/Jim Nichols (Open Ex); 3. Paul Eddy/Ron Lafranchi (250 Ex); 4. Don Mathews/Matt Hope (125 Ex); 5. Bill Tarling/John Rogers (OLpen Ex); 6. Pat Flannagan/Claude Maynard (Open Ex); 7. Jim Ribley/Roger Adsit (Open Ex); 8. Leon Livingston/Lee Austin (Open Ex); 9. Pete Pasquariello/Lyle Smith (Open Ex); 10. Dan Dibb (250 Ex); 11. John McDaniel/Tom Scrimgeour (Open Ex); 12. Bill Halbent/Paul Threlkeld (250 Ex); 13. Cecil Hollenbeck/Bruce Cornell (Sr); 14. Don Seay, Sr./Don Seay, Jr. (125 Ex);; 15. Tom Brown/Earl Nichols (Sr); 16. Gorden Clark/Mark Berger (250 Am); 17. Gary Anthony/Bob Martin (Open Nov); 18. Gary Bailey/Jim Caffey (125 Am); 19. P. Flannagan/John Ahrens (125 Am); 20. Harry Brattin/Joe Finger (Open Am).

Old Timers race on Saturday

By Robert Alloy

ORANGE, CA, JAN. 20

Old Timers at Saddleback for Saturday racing is something unusual since our races are usually held on Sunday. However, 26 eager red jerseys showed up for two 30-minute motos and a chance to get some good practice.

In the Masters division Jim Beltinck was in there all the way with a 1-1. Marshall Jennings wrapped up second with a 2-2.

In the Senior Experts it was Don Jensen who cleaned up in moto one while Sam Jones dominated the number two spot and Dick Frampton was in there for third place. Moto two was Doug Archibald's. He flashed into the finish line first, followed by Jensen, and Frampton took the third position again.

Ed Scheidler of the Expert division went through the checkered first in moto one, while Don Merritt wrapped up second and Ray Sanchez came in third. In moto two, it was Sanchez all the way. Following Ray was Merritt for second, and Bill Bird easing his way into third. The overall went to Sanchez.

For the Amateurs it was Joe Bray doing some fast and smooth riding and coming up with a 1-1. Larry Escamilla blasted his way into second in moto one, and Fred Maynard in there for third. Moto two saw Jack Hurley winning second and Art Durr taking third place.

Novice Ray Montoya moved into first with the holeshot and quickly mastered the track for a 1-1 in both motos. Following Ray was Richard Johnson with a 2-2. ●

Results

MASTERS: 1. Jim Beltnick (Mai); 2. Marshall Jenning (Mai).

SENIOR EX: 1. Don Jensen (Mai); 2. Doug Archibald (Mai); 3. Dick Frampton (Mai).

EXPERTS: 1. Ray Sanchez (Yam); 2. Don Merritt; 3. Ed Scheidler.

AMATEURS: 1. Joe Bray (Mai); 2. Jack Hurley (Yam); 3. Fred Maynard.

NOVICES: 1. Raymond Montoya (Yam); 2. Richard Johnson (Mai).

Sorry, John!

In the January 10, 1979 issue of Cycle News Daido/D.I.D published a complete listing by race of those riders using D.I.D chain. We inadvertently indicated that John Savitski, racing for DG Performance Specialties, had not used D.I.D. John in fact did use D.I.D chain for the entire season. John, please accept our apologies for this error.

on DAIDO®/D.I.D®

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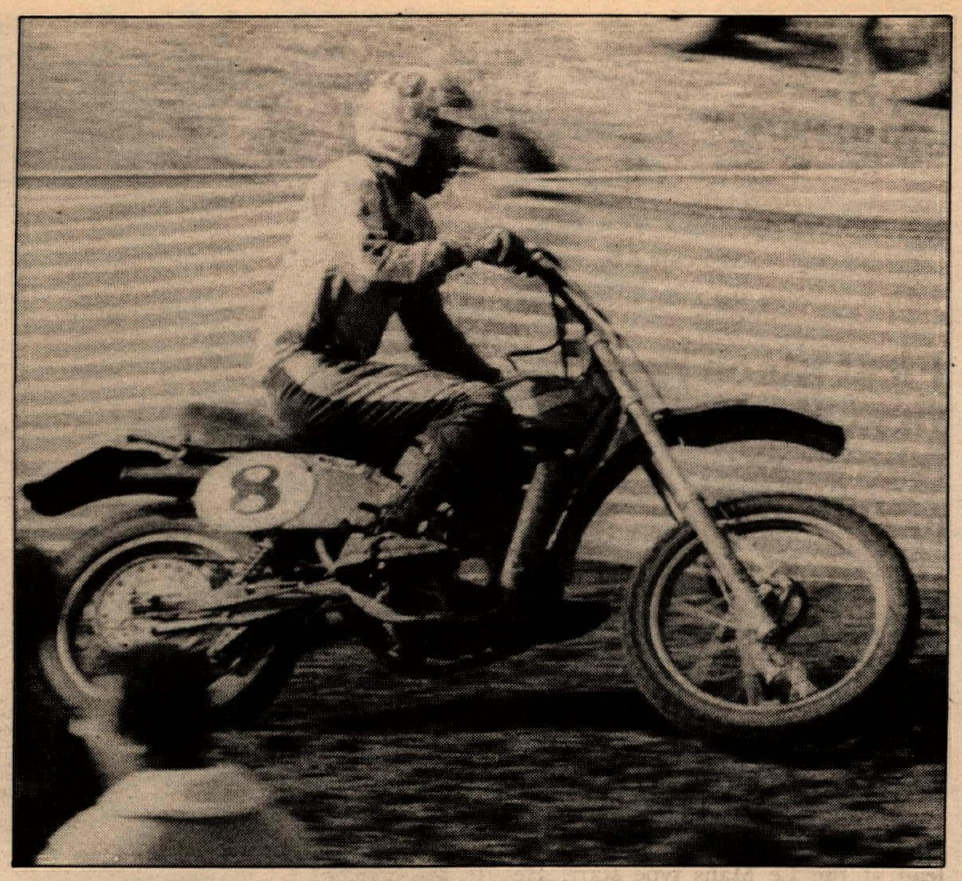


(Above) This little guy almost lost his bike in the murk at S.I.R. (Below) Believe it or not, all the motos were muddy, but fast.

Dean Wiggins easily took the Open Expert win at Sears Point.

Jacobson takes charge of CMC/ S.I.R. Winter Series

By Sue Sykes

KENT, WA, JAN. 21

Northwest riders are out to prove they'll race under any conditions. The third race of the Winter Series at S.I.R. was a wet one and Mini Junior rider Bill Welland from Kent earned the "Mr. Muddy" award for the day: Bill stopped in the opening turn for a few seconds and his bike almost sank in the swamp.

The 250cc Pro race was a free-for-all with 15 riders churning out of the chute at the same time. First moto was controlled by Pat Jacobson (Suz), Bill Joyce (Suz) and Blaine Elledge (Hus) from start to finish. Second time around it was Joyce, Jacobson and Elledge, right up to the last lap; but Joyce decided to do a little timber cruisin'. All the motos were exciting to watch — muddy and fast. When the overall results were finally posted it was Jacobson, Elledge and Yamaha mounted Tom Poage in third.

Kurt Grinnell (Suz) aced the 125cc Intermediate class for two motos. The Port Angeles rider has found some super lines around that track and makes every second count. Following in the next spots were Mark Albright (Suz) with a 2-2 score and Dan Daniels from Olympic Yamaha scooped up third overall.

Results

MINI EX: 1. C. Trent Mourer (Suz); 2. Kyle Tast (Suz).
MINI JR: 1. Marvin Waldo (Suz); 2. Peter Treadwell (Suz); 3. Wes Clark (Suz).
100 INT: 1. Doug Massey (Suz); 2. Kyle Fast (Yam); 3. Bob Rowe (Suz).
100 JR: 1. Brian Ogle (Suz); 2. Dan Cordell (Yam); 3. George Cordell (Yam).
125 PRO: 1. Pat Jacobson (Suz); 2. Phil Ruckman (Suz); 3. Robb Manning (Suz).
125 INT: 1. Kurt Grinnell (Suz); 2. Mark Albright (Suz); 3. Dan Daniels (Yam).
125 JR: 1. Todd Beltz (Suz); 2. Dan Saylor (Suz); 3. Mike Egbert (Yam).
250 PRO: 1. Pat Jacobson (Suz); 2. Blaine Elledge (Hus); 3. Tom Poage (Yam).
250 INT: 1. Dave Henden (Suz); 2. Rick Bruce (Yam); 3. Rick Gervasi (Hon).
250 JR: 1. Roy Wiggins (Hon); 2. Tracy Grooms (Yam); 3. Paul Stuen (Hon).
OPEN PRO: 1. Tom Poage (Yam); 2. Pat Jacobson (Suz); 3. Blaine Elledge (Hus).
OPEN INT: 1. Rusty Hoehn (Yam); 2. Scott Tyler (Mai); 3. Mike Mohrbacher (Hus).
OPEN JR: 1. Steve Glenn (Yam); 2. Jay Kingsley (Suz); 3. Wayne Pearson (Hus).
MINI INT: 1. Mitch Lorenz (Suz); 2. Marlow Mourer (Suz); 3. Jeff Chapman (Suz).
PEE WEE: 1. Joel Mourer (Ita); 2. Randy Munson (Hon).
PEE WEE EX: 1. Larry Ward (Ita).
OVER THE HILL: 1. Gordy Ochs (Hon); 2. John Noble (Hus); 3. Mike Doherty (Mai).
OLD TIMERS: 1. Dick Graham (Mai); 2. John Taylor (CZ); 3. Erv Thompsen (Mai).
100 EX: 1. Steve Corcoran (Yam).
POWDER PUFF: 1. Kristi Hendrickson (Suz); 2. Kimi Douglass (Suz).

Myers masters Sears Point Hangtown qualifier

By W. H. Spencer

SONOMA, CA, JAN. 21

Racing for top 20 District 36 honors and a chance for a spot at the annual Hangtown Classic makes for great racing at Sears Point Raceway's Trans-AMA course. (Or what was left of it after three weeks of winter storms that split the track in half).

Bob Myers on the Cycle City Maico took top honors in the 250cc Expert class after back-to-back wins with little trouble. Dave Wood led the first lap of the first moto but Myers led every other lap for the rest of the day. Some magnificent come from behind efforts made up the better part of the racing. Dean Wiggins started 14th and 16th in each moto but came up to contest second. He took two thirds for a third overall after tying in points with Phil Crane who got the better of the second moto start to stay second with a 4-2 overall score.

With over 100 riders in the 125cc Novice class, the three divisions made for lots of laps and great racing amongst the little guys. Dave Richards took the first division with a 2-1 score over Danny Castro's 3-2. Kart Iselin grabbed the first moto win but suffered a poor second moto start.

In the second division the win went to Donny Dobbas with a 1-6 surprise over Tory DeCobue's 7-4 score for second and Mike Deherrera in for third with a 4-7. Ken Cummins finished the first moto in second and was leading the second moto when he stopped and could only muster a 25th to confuse the issue.

The third division was a little more straight forward with Merrill McCastlin taking both motos while Eddie Lane scored a 3-2 for second overall over Steve Bullock's pair of fives.

Bill Carlson won the first moto of the first division of 125cc Junior but had to come from the back of the pack to finish sixth in the second and take the overall.

Mike Preston and the Jorgy's Suzuki RM125 had little trouble in winning both ends of the 125cc Expert class after dispatching Bill Johnson and his Hayward Yamaha who took second with a 2-3 over Scott Bebuck's 5-2.

Bobby Schafer had a real battle going with Rod Smith in the first division of 250cc Novice. Smith beat him out of the hole in the first moto and held him off for the eight-lap run with only inches separating them. In the second run, Smith led off again over Randy Leppo but towards the end of the second lap, as Leppo was pressuring Smith, Schafer ducked his RM250 Suzuki underneath the two and went off to win and take the overall. Tony Osborn took third overall with a 4-3 while Pat Haskins was fourth with a 3-6.

Mike Haas and the Haas Construction CR250R Honda had no trouble winning both ends of the 250cc Junior class with ease while Steve Vickers combined a 3-7 for second and Rick Iane turned in a 2-8 for third.

The Open Expert clash proved an easy affair for Dean Wiggins and his Petaluma Cycle Center Maico. Wiggins led every lap with style and smoothness that should make for an excellent Pro career. Gary Shipley rolled in for the second-place pay with a 2-3 and Jim Inglebright took third with a good 6-2.

Results

80 NOV: 1. Vince Pirlo (Suz); 2. Seth McIntosh (Suz).
80JR: Ed Gold (Kaw).
80 EX: Tim Aston (Kaw).
100 NOV: 1. Jim Morningstar (Yam); 2. Jeff Thompson (Suz).
100 JR: Lauren Godbee (Suz).
100 EX: Howie Ross (Suz).
100 NOV. SPTM: 1. Steve Dana (Yam); 2. Stewart Perry (Yam); 3. Robbie Harmon (Suz).
125 NOV DIV I: 1. David Richards (Suz); 2. Danny Castro (Yam); 3. Kart Iselin (Yam).
125 NOV DIV II: 1. Donny Dobbas (Suz); 2. Troy DeCogue (Hus); 3. Mike DeHerrera (Yam).
125 NOV DIV III: 1. Merrill McCastlin (Suz); 2. Eddie Lane (Suz); 3. Steve Bullock (Yam).
125 JR DIV I: 1. Bill Carlson (Suz); 2. Beau Magly (Yam); 3. Mike Sprenger (Suz).
125 JR DIV II: 1. Mike Scott (Suz); 2. Curt Hansen (Suz); 3. Ken McKenzie (Suz).
125 EX: 1. Mike Preston (Suz); 2. Bill Johnson (Yam); 3. Scott Bebuck (Suz).
250 NOV DIV I: 1. Bob Shafer (Suz); 2. Rod Smith (Yam); 3. Tony Osborn (Yam).
250 NOV DIV II: 1. Donny Rich (Yam); 2. Paul Hanson (Hon); 3. Mike Ornellas (Hon).
250 NOV DIV III: 1. Gary Krahmer (Yam); 2. Mel Arnold (Hon); 3. Kurt Mozingo (Suz).
250 JR: 1. Mike Haas (Hon); 2. Steve Vickers (Hon); 3.Rick Iane (Mai).

250 EX: 1. Bob Myers (Mai); 2. Phil Crane (Hon); 3. Dean Wiggins (Mai).
OPEN NOV: 1. Mark Shumate (Suz); 2. Don Jenseen (Yam); 3. Gary Leach (Suz).
OPEN JR: 1. Wayne Archer (Yam); 2. John Volk (Mai); 3. Bud Lemke (Mai).
OPEN EX: 1. Dean Wiggins (Mai); 2. Bary Shipley (Mai); 3. Jim Inglebright (Mai).
VET NOV: 1. Bob Heiberger (Mai); 2. Paul Rich (Yam).
VET JR: Curt McMahon (KTM).
VET EX: 1. Reggie Mull (Mai); 2. Al Baumann, Dr (Mai).
ot nov: 1. Jim Armada (CZ); 2. Carl Bowling (Yam).
ot jr: Gene Hrobsky (Hus).
OT EX: 1. Jim Saitone (Mai); 2. Larry Johnson (Yam); 3. Gene Higginbotham (Mai).

First place race to first class rider, Marshall

By TT Productions

STONYFORD, CA, JAN. 21

The first race of the season in the D-36 Cross Country points chase roared off to a good start at the San Mateo County M.C.'s "First Place Race."

Consistently fast Charlie Marshall, wearing his number one plate for 1979, mounted his Husqvarna from Carmichael Honda and shot into the lead at the Le Mans type start. He powered up the long hillclimb closely followed by Eddie Diaz's Yamaha, fellow Husky riders Kevin Engalls and Buzz Presser and KTM rider Phil Jacobson. Gary Vanderpool, Charlie's stiffest competition last year, had broken his motor the day before in a shakedown run.

Near the Forest Service Heliport at the top of the hill, the riders plowed through the remnants of winter's latest storm. The slippery snow, lasting for about four miles, caused Eddie Diaz to get sidetracked and lose a few places.

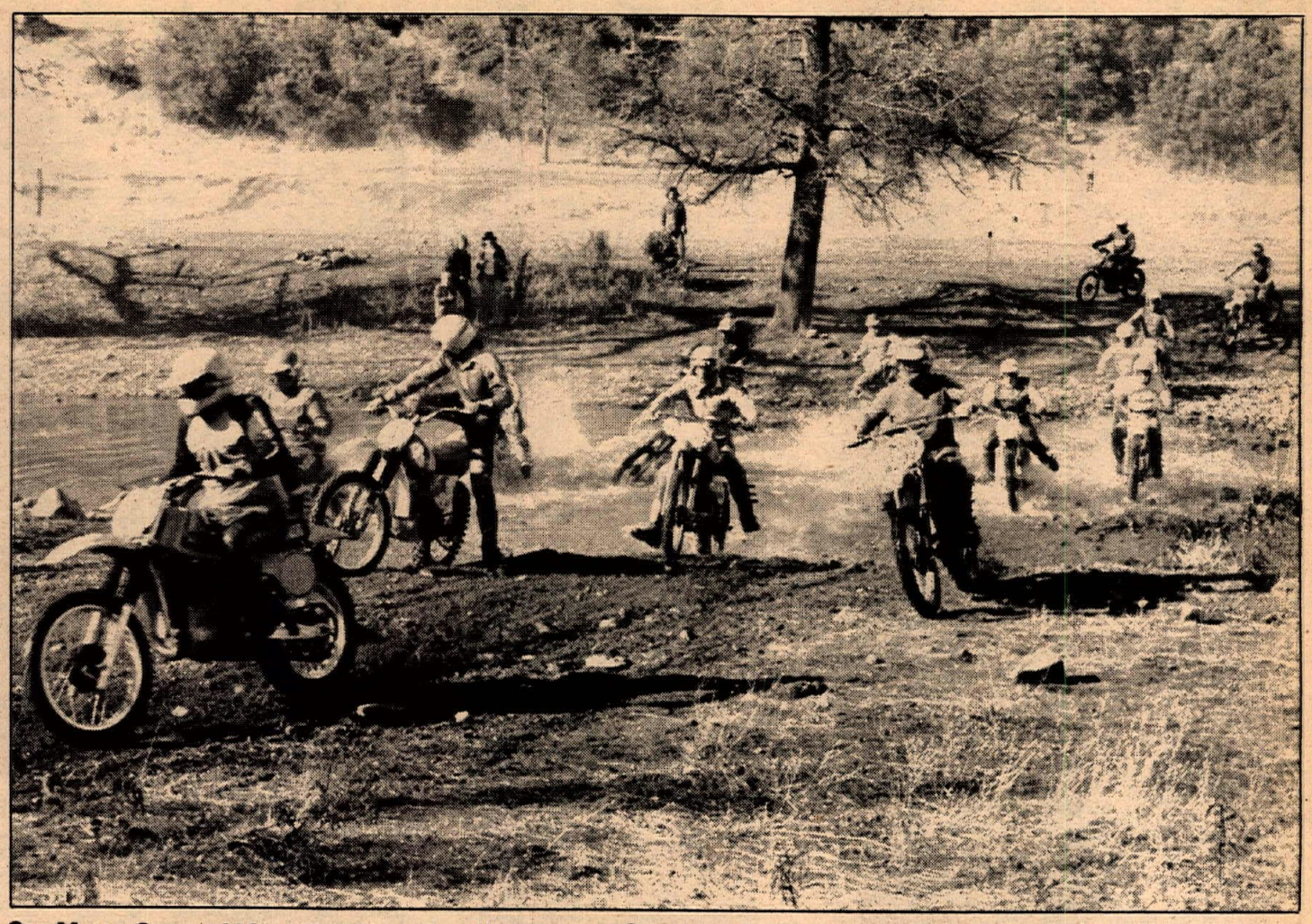
The start of the second lap had the leading Experts still jockeying for positions through the left hand sweeper. Hard charging Scott Davis, astride his big red Maico, cut a path around the 14 plus mile course that took him past Marshall and into a short lived lead; but his lead, unfortunately, was deflated by a rear flat.

Marshall rode on to the win with Davis, a lap down but patched up, chasing him to the flag. Kevin Engalls was second with Eddie Diaz breaking up a possible Husky sweep by finishing ahead of Buzz Presser.

Rob Sutliff, a young and well respected enduro rider, started in the second wave (Juniors) and put on a blazing display of how fast a well versed enduro rider can go. In a charge that swept him through the Expert ranks and within striking distance of the leaders, Rob turned one of the fastest lap times of the day. Rich Rumsey, who constantly places well in the Veterans class, came out to show the youngsters a thing or two in the Open Juniors bash and finished second only to Sutliff.

Speaking of kids, three riders (all past 50 years, with one pushing 60) were cowtrailing in the area the day before and found out about the event. They showed up Sunday morning, bought their cards, entries, etc., and put their four stroke singles on the line. One of the fellas, riding a stock looking 370 Suzuki, was seen motoring down a fire road, just beyond the snowy section. He had just passed up a whole bunch of Open Novices who were stuck on a hill.

The 250cc go was a Husqvarna duel with Dave Bertram taking the win over Placerville's Ed Marchini. Junior Jim Newsom rode his Yamaha to the top spot in his class with motocrosser Jeff Henning taking his fast and agile SWM to second.



San Mateo County MC's "First Place Race" was a complete success due, in part, to the cooperation of Mendicino National Forest Rangers. One Ranger entered the event and earned his finisher pin.

Rider reaction to this event, which was organized by some long time racers, was very positive. Comments ranged from "well organized and well marked" to "well laid out." The club used a section of the Mendicino National Forest which included some nice rolling hills and fast fire roads that were part of the Grizzly Bear One Day Qualifier. A couple of new trails, were thrown in compliments of the Forest Service, whose personnel are one of the biggest assets we as motorcycle riders have in this area. Help offered to the club by the Forest Service included rerouting a section that had been laid out a week before but turned out to be unusable due to bad weather earlier in the week. The Fouts Springs Boys Camp helped with cleanup and supplied firewood to the overnighters.

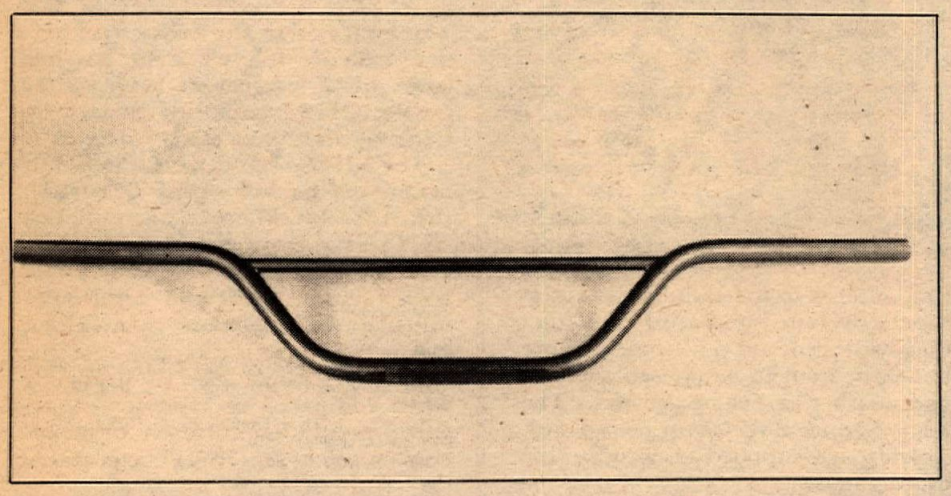
One of the local Forest Rangers rode the entire event and was seen after the final check with a large grin and his finisher pin in hand. Besides the pins, trophies and T-shirts were awarded to some well deserving competitors.

Results

OPEN EX: 1. Charlie Marshall (Hus); 2. Kevin Engalls (Hus); 3. Eddie Diaz (Yam).
OPEN JR: 1. Rob Sutliff (Yam); 2. Rich Rumsey (Suz).
250 EX: 1. Dave Bertram (Hus); 2. Ed Marchini (Hus).
250 JR: 1. Jim Newsom (Yam); 2. Jeff Henning (SWM).
250 NOV: 1. Terry Trumbly (Suz); 2. Bob Holmes (Hon); 3. Dan Foley (Yam).
125-175 NOV: 1. Ed Lix (Yam); 2. Clark Frentzen (Yam).
125-175 JR/EX: 1. Randy Teal (Hus); 2. Greg Nelson (Suz); 3. Jim Howes (Yam).
VETS EX: 1. John Fitz (Yam); 2. Jack Coulombe.
VETS JR: 1. Doug Kohler (Mai); 2. Rich Carlson (Yam); 3. Bill Wellman (Yam).
VETS NOV: 1. John Burwell (Yam); 2. Edwin Gerber (Mai); 3. Mike Huntzman (Yam).
OT JR/EX: 1. W.L. Austin (Mai); 2. Bud Hamilton (KTM); 3. Bill McClinton (Ch/Yam).
OT NOV: 1. Leonard Laurence (Hon); 2. Roger Sanchez (Suz); 3. R.A. Nelson.

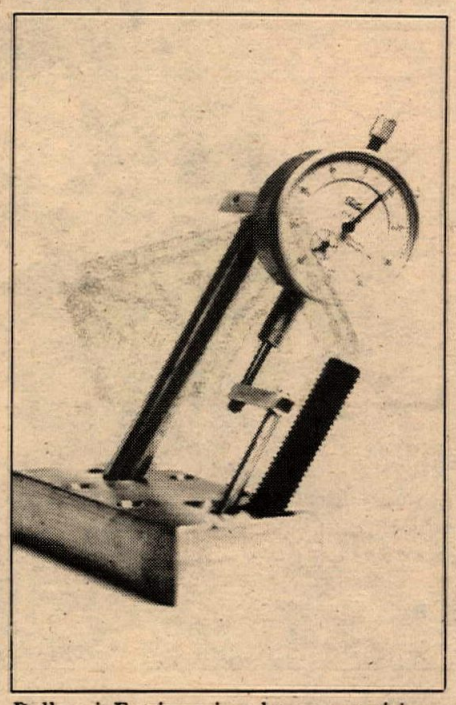
NEW PRODUCTS

Moto-X Fox has expanded its line of race tuning manuals with the just released *Moto-X Fox Guide to Preparing the YZ and IT Yamaha For Competition.* The title says it all in this book written by Jim Gianatsis, in conjunction with the engineers, tuners and riders at Moto-X Fox and Team Yamaha. Everything from the history of Yamaha's motocross team to cylinder porting and even enduro bike preparation is covered thoroughly. Also included in the manual is "Riding With the Hurricane," a glossy reprint of the series that appeared in *Cycle News.* It covers all of Hannah's secrets and is illustrated with photographs on his techniques for racing and winning. It's the kind of book no MX fan or Yamaha dirt bike owner will want to be without. *The Moto-X Fox Guide to Preparing the YZ and IT Yamaha For Competition* as well as *The Moto-X Fox Guide to Preparing the RM and PE Suzuki for Competition* are available for $5.95 each plus $1.00 for handling from Moto-X Fox, Dept. CN, 520 McGlincy Lane, Campbell, CA 95008, or from your local Moto-X Fox dealer.

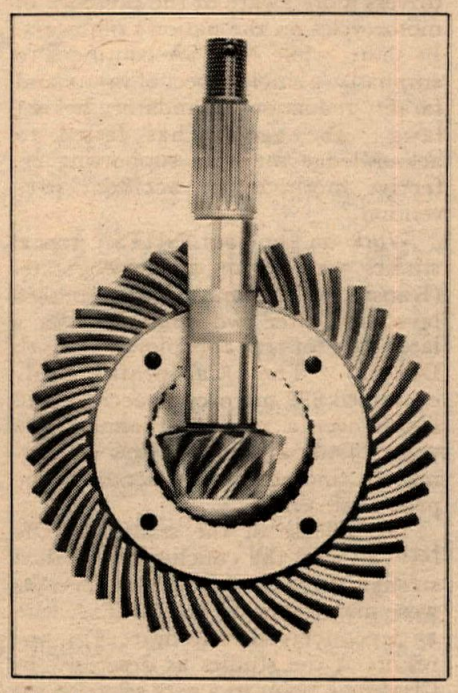


A popularly priced, widely applicable black motocross handlebar is now available at Kawasaki dealers around the country. Made of .083 wall carbon steel with a heliarc welded cross brace, this new handlebar will fit a wide variety of popular motocross machines. Shaped with the rider in mind, the bar has a 4½ inch wide straight knurl to make installation on any bike a snap. Kawasaki has kept the rider in mind by using a finish that is extremely durable and will resist nicks and scratches. The bar sports a coating that is heat-cured powdered epoxy. It measures in at 34 inches wide, with a 4½ inch rise pullback.

Accel's new Performance Tune-Up kits are just what every motorcycle enthusiast needs for maximum motorcycle performance. The crowned tungsten contacts of Accel point sets insure perfect contact alignment and a special phenolic material is used to maintain long rubbing block life. All electrical connections use screw-type connectors, and a stainless steel spring eliminates breakage caused by rust or metal fatigue. Sealed to prevent moisture contamination, Accel Condensers use a neoprene lead wire to prevent cracking. Most applications also use mylar insulation to eliminate shorting. For details on the complete line of Accel Motorcycle Performance Ignition Products see the nearest Accel dealer or send $1.00 for the latest catalog to Accel Cycle Catalog, Dept. CN, P.O. Box 142, Branford, CT 06405.



Bellucci Engineering has a precision, multi-purpose tool for the serious engine builder who works on the Kawasaki KZ900 and KZ1000. The valve and spring checker measures valve spring travel fast and accurately as well as valve stem heights, valve to piston clearance and valve to valve clearance in the overlap position. The tol is a must for the serious engine builder who is installing high lift cams. It mounts rigidly to the cylinder head. For more information write Bellucci Engineering, Inc., Dept. CN, 126 E. Irving Park Rd., Bensenville, IL 60106.



G.E.M. Products has all-new ring and pinion gearsets for the Honda GL1000. Designed to provide a final drive ratio which is more in keeping with the demands of the touring cyclist and today's reduced speed limits, these gears change the standard 3.4 to 1 ratio to a more useable 4.0 to 1 ratio. The change provides for easier standing starts and less strain on the clutch with heavily loaded touring bikes plus improved passing ability without the need of downshifting. Priced at only $169.95 per matched set, the gearsets are in stock and available from G.E.M. Products, Dept CN, 496 E. St. Charles Rd., Carol Stream, IL 60187.

Lubri-Tech's Vinyl, Leather, Rubber Care is specially formulated to protect not only from the sun, but wind and rain. An application of the product will protect the garment or other item it is used on against mold and mildew as well as hardening and cracking. In addition, dust and dirt won't cling to the static-free glossy surface. The 8 oz. pump spray bottle has a suggested price of $2.79. Check out your local dealer for the entire Lubri-Tech line.

Claybrook

(Continued from page 14)

NHTSA data finds their results instead strongly in support of rider training, stricter licensing for motorcyclists, and methods of making auto drivers more aware of the presence of motorcycles on the nation's highways. In short, while NHTSA continues to emphasize a single aspect of injury and fatality reduction - mandatory helmet laws - the agency has failed to acknowledge the data supporting effective methods for accident prevention.

Work on the four NHTSA repeal studies was begun after two states (Kansas, Oklahoma) had repealed laws, and after two others had set a later date for repeal (Colorado, South Dakota). The California study examined 899 motorcycle accidents in depth over a period of almost two years. "Only a brief overview of...significant findings" was presented at the press conference.

The release of the studies by the NHTSA and the conclusions reached strongly suggest that (1) the studies were undertaken by the NHTSA with a preconceived outcome; (2) the results of the studies as described by Claybrook point to a very selective use of data with complete disregard for conflicting information; and (3) the final injury countermeasure recommendation (mandatory helmet laws) made by the Administrator is not warranted and is in fact a distortion of the joint priorities suggested in the studies.

While the NHTSA has determined that "head injury rates have doubled" in the final reports of three of the four repeal studies, it fails to address the seventeen states that in 1977 did not repeal helmet laws, yet experienced raw fatality increases ranging between 8 percent and over 200 percent. In its alarmist view of helmet law repeal, NHTSA fails to concern itself with these facts:

- FACT: that NHTSA's own FARS publication shows that in 9 of the worst 10 fatality rates were in helmet states;
- FACT: the highest fatality rates for the last three consecutive years were in non-repeal states;
- FACT: the lowest fatality rate in 1977 was in a repeal state;
- FACT: raw accident and fatality figures for the four states studied - the most critical data in any safety study - were neither considered nor included in the NHTSA report;
- FACT: FARS data lists for 31 percent of its fatally injured motorcycle population helmet use "unknown";
- FACT: in regard to helmets, NHTSA has selectively addressed aspects of vision, hearing, and neck injury, but failed after thirteen years to address motorcyclists' questions about weight, fatigue, a possible false sense of security, or helmet quality.

While the four NHTSA state studies quantify and scale aspects of head injury, it remains open to question which particular "head injury" victims would have died from complications far exceeding the capabilities of any helmet to attenuate impact. Police accident reports commonly list "multiple trauma" as cause of death. But because of the lack of interest by NHTSA in gathering meaningful motorcycle accident data before any repeals occurred, it is impossible to make "multiple trauma" versus strict "head injury" comparisons. Consequently, NHTSA's new tack to count and evaluate only head injury increases while ignoring basic fatality-to-accident ratios is misleading, of questionable use, and possibly invalid.

To address, in a statistical vacuum, a single method for injury reduction reveals the ineffective leadership in the NHTSA for again failing to determine or address other realistic countermeasures relative to motorcycle safety. "Motorcycling has always been a dangerous way to travel," says the Administrator. AMA would suggest that any existing danger in motorcycling is because of the factors underscored in the University of Southern California study:

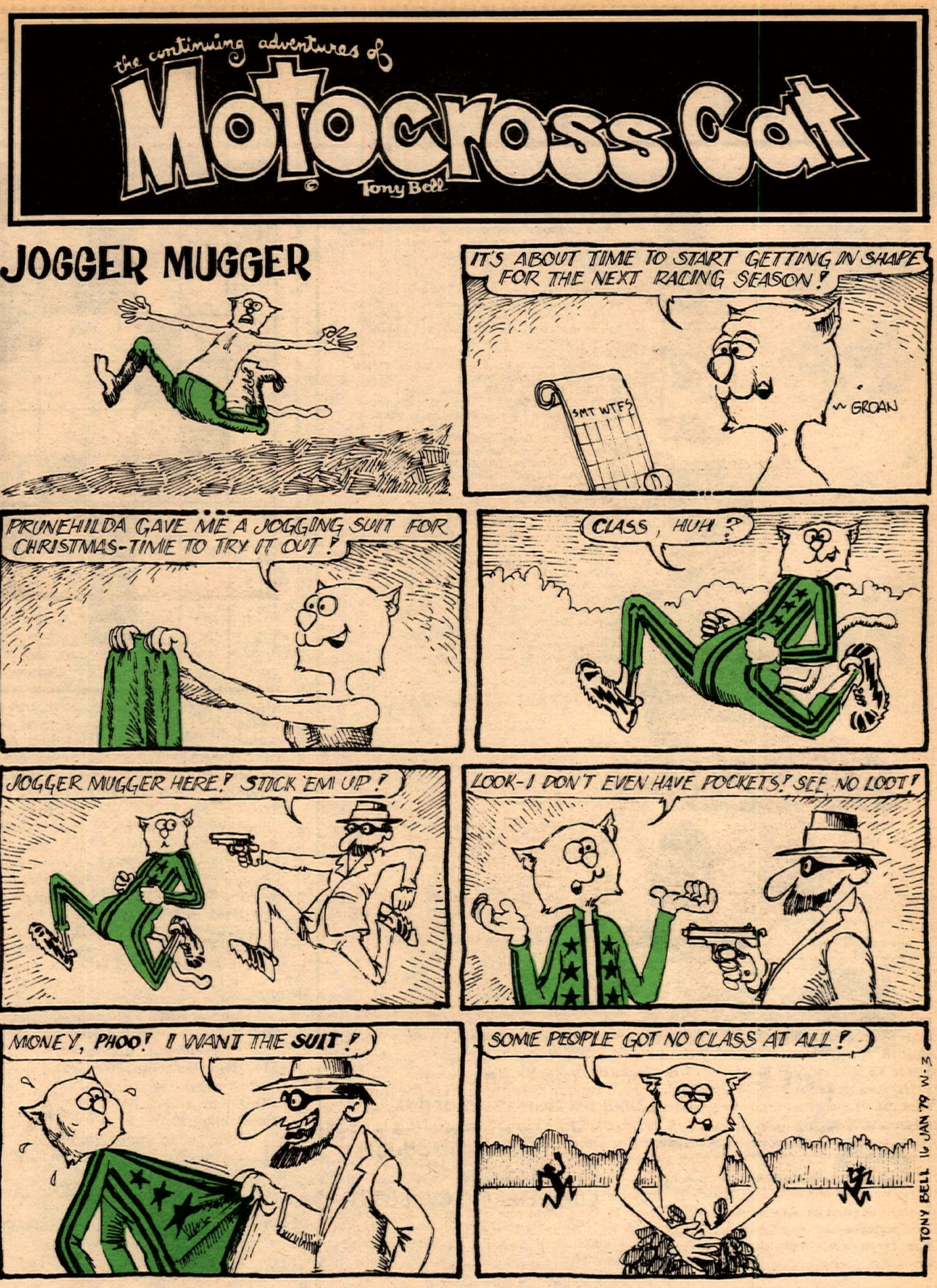
1) 51% of the total number of accidents are caused by motorists claiming they didn't see the motorcycle.
2) 45% are left-turn violations of the motorcyclist's right-of-way.
3) 92% of the total number of victims had no formal training.
4) Motorcyclists often show a tendency to overbrake the rear wheel and underbrake the front wheel, through the lack of proper training.

In spite of these broad and powerful categories of accident causes, the insistence of the Administrator on continuity of helmet laws is short-sighted and oblivious of her own agency's data.

If motorcycling "has always been dangerous," why has the NHTSA only *now* taken the initiative to study it, and why has it reached the odd conclusions for helmet laws in the face of its own countervailing data? How can the narrow focus of interest not logically be directed to accident prevention, including rider education, strict classified licensing, and awareness programs designed to change "didn't see" to "watched for"?

The conclusions reached by the Administrator in the face of contentious data are simply not apt, and her goals are a transparent move to reinstate NHTSA authority removed by Congress three years ago.

The NHTSA has demonstrated with tax monies that helmets are beneficial; the AMA does not disagree. The NHTSA has created a situation where evidence purports to support helmet laws. Countervailing and supplementary data suggest more than helmet law repeal is at work, and that the benefit of helmet laws is negligible when compared to methods of accident prevention currently being deemphasized by NHTSA. The potential for real progress on real safety questions is a hand; the problems and solutions are suggested by the USC research. But with its obsession for helmet laws, and a refusal to admit to the strong direction of its own data, the leadership of the NHTSA is, of its volition, attempting to move motorcycle safety backwards by a decade. •



All New (and some old ones too) CYCLE NEWS products

Vest $21.95
Sizes: S, M, L
Not bulletproof but lightweight & warm. Bright red with red & white embroidered Cycle News patch.

Hat $4.95
Covers bald spots, grey hair (leaves only a hint) only your hairdresser knows for sure your head isn't red & white with embroidered Cycle News.

Jogger — 1 leg $4.95
Joggers — 2 legs
(only available in 2 legs) Sizes: XS, S, M, L, XL
Red cotton with white piping covers as much of your bod as you can stuff into it. Great for BLM meetings—they can't say you are covering too much and can't get ya for not covering enough.

Patch $1.00
Works great to cover logos of brand you used to ride for or defunct Moto-monthly.

MX Cat T-shirt $4.95 Sizes: S, M, L
Better than a mousetrap — no record of any mouse ever eating at Cat T-shirt (of course no records have ever been kept)

"We Don't Care How the Hell They Do It in California" by Cycle News East T-shirt $4.95
Obviously created by some jealous easterner — great for blowing your nose, wiping off grease from chains, etc. Sizes: S, M, L

The Best of MX Cat 75¢
Remember the comic books of old? Well, the Cat outlasted them. The Cat's most inner secrets are revealed in over 50 true to life Cat episodes — Watch for MX Cat at your local theater or drive-in, but don't hold your breath, you can watch anyway.

Rainbow Stickie $1.00
I put one of these on the back of my van and it immediately turned to gold — I was hit by a gold Caddy who's driver was blinded by my stickie.

Bumper Banners 75¢
Created in answer to WDCHTHTDIIC, quite simple "The Best Go West" and "You Do See It First in California". Great for covering eastern edition's mouth.

You'll see it first in California!
You'll see it first in Cycle News

The Best Go West
CYCLE NEWS/West

BIKER products

another get rich quick scheme from the publisher — what he doesn't know is I cut all his prices in half

T-shirt $5.25 Sizes: S, M, L
designed in the hole on Devil's Island by one of us.

Halter Tops $4.95
They should sell for $14,950,000,000. — We can see no reason for this item but "The Man" says cover up and we can think of nothing better than Biker to cover with.

Biker Caps $3.95
Pulls down to cover earrings & long hair when traveling alone in Redneck country.

Rainbow Stickie $1.00
Buy one for each side of your tank, we can use the exposure.

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So outrageous you will never see it all

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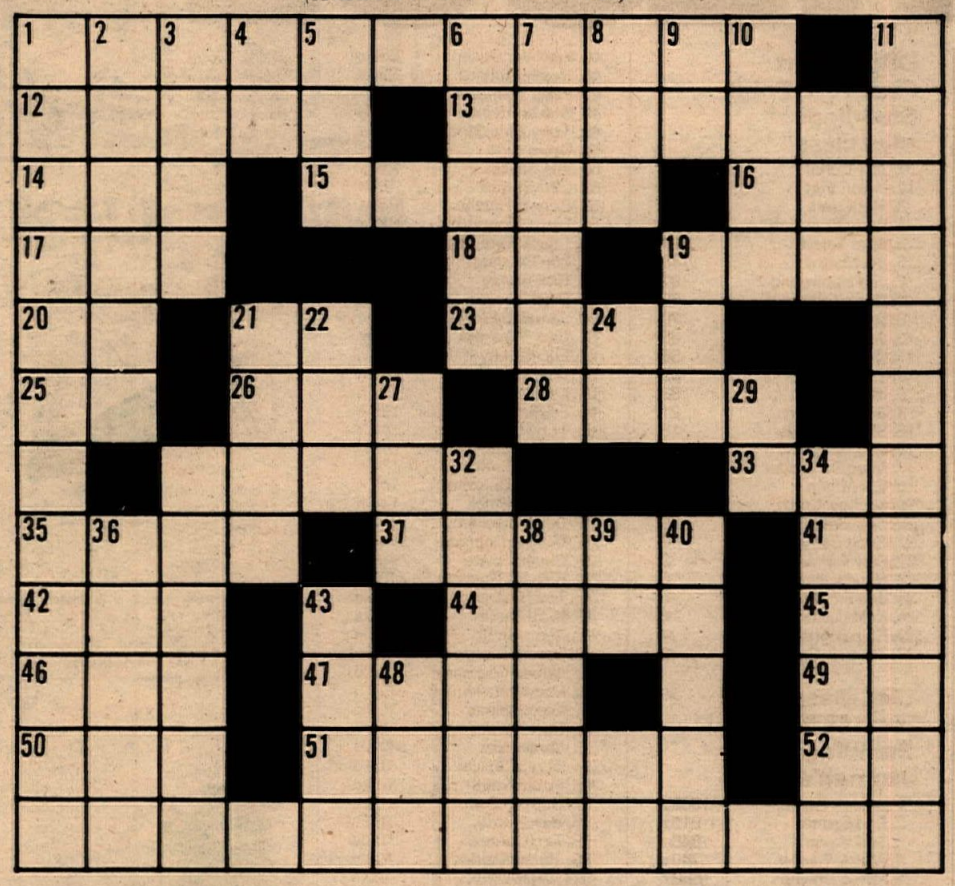
Calif. residents add 6% sales tax.

Grand Total

Crossed–up Word Puzzle

(Answers in next week's issue).

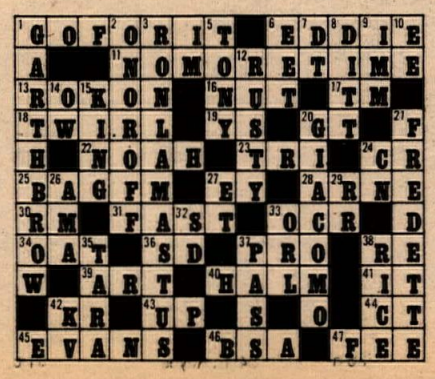


Sliding (across)

1. 1974 AMA Midwest Regional Junior Championship Series winner
12. Famous motorcycle mountain
13. Suzuki factory MXer
14. Extra Intense Yamaha (init.)
15. Won 1970 Kent road race national
16. Former National #73 Carlson.
17. Enduro instruments
18. "Covers all the nationals" (init.)
19. Motocrosser named Mike
20. Kretz or Fisher
21. What minors need to get a beer
23. Nicknamed "Peach" this former racer won Ascot 8-mile National in 1961
25. Former *Cycle News* editor's next job was AMA's PR man (init.)
26. Hill, Grossi or Winters
28. Past tense for "rust"!!!
31. Describes some referees and some woods riding.
33. Opens and closes valves
35. John or Mike
37. Bultaco or famous "dome"
41. Former National #46 from San Roman, CA (init.)
42. Their Trophy Team took 5th in 1978 ISDT
44. When it rains at a race you should put this over your bike
45. What race tracks needs to keep fans informed
46. 250cc scrambles and short track bike from the 50's and 60's
47. Hillclimbers go _____ the hill
49. "Latest Crasher" (init.)
50. Many mini-bikers' primary sponsor
51. Chet Dykgraff won the Springfield mile in 1946 and Dave Aldana won the 1973 Ascot TT on what brand
52. Oregon TT ace was National #57 in 1974 (init.)

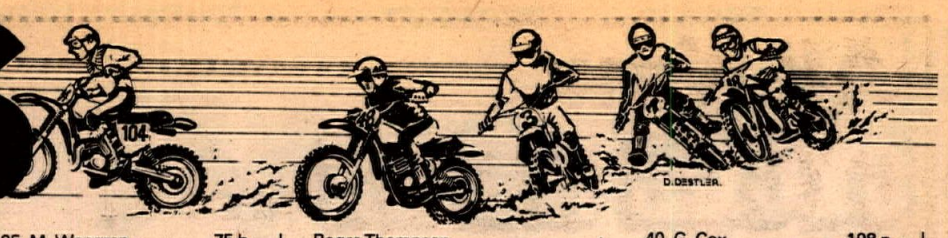
Steep downhills (down)

1. In 1975 he was the AMA Pacific Regional Junior Championship Series winner riding Honda and Yamaha (2 words)
2. 6th in 1974 500cc MX Super Series standings
3. Famous flashlight battery, _____-____-vac
4. "The name of the game _____ racing"
5. "New Kawasaki Meanie" (abbr.)
6. Your chain needs it
7. Jimmie O'Dell built a BSA Gold Star for this man to win the 1966 Elkhorn Half Mile National
8. Environmental Protection Turmoil (abbr.)
9. Enid, Oklahoma's initials
10. National Racing Sidecar Enterprises (abbr.)
11. Was 3rd best American finisher in 1978 ISDT (2 words)
19. British National Speedway (abbr.)
21. "If I want a sponsorship, then _____!" (2 words)
22. Sweet, Kudalski or Castro
24. Each (abbr.)
27. In the 1970 Trans-AMA standings the top three places were riding brand of motorcycle
29. This Texan makes XR750's go fast
31. Ozark enduro team (father & son), Gary & Rusty Rey _____
32. What Ethyl sulphate is to sulphuric acid
34. Harley tuner or "The Big _____"
36. Dick Mann, Mike Gerald and Robert E. Lee all won the Santa Fe Short Track National on this brand
38. A small fruit pie
39. Won Livonia Half Mile National in 1968 (init.)
40. Unlimited motor size is what class?
43. Pomeroy, Rall or Lamastus
48. Make highballs out of this liquid



Answers to last week's Crossed-Up Word Puzzle

RESULTS



CRC Desert Final 1978 Point Standings Mini class

1. Gary Curtis	262
2. Byron Van	245
3. Mark Heth	214
4. Barry Crawford	188
5. Brad Terpak	164
6. Bill Mattox	140
7. Jeff Hammond	97
8. Steve Crawford	79
9. David Earll	70
10. Jeff Dahlgren	65
11. Dave Trager	56
12. T.D. Swets	43
13. Mike Bigler	38
14. Scott Colbert	21
15. Shane Adams	15
16. Jeff Hooper	13
17. Marc Schneider	13
18. Gary Bolin	12
19. Michael Cord	11
20. Billy Crawford	8
21. Scott Jeffers	8
22. Billy Fullmer	8
23. Harvey Ishman	6
24. Jon Friedman	5
25. Keith Loftin	4
26. Chip Morton	4
27. Thomas Craver	2

CRC Desert Final 1978 Point Standings Women's class

1. Jolene Payne	1335 a
2. Lori Farmer	910 a
3. Lori Waters	840 a
4. Marge Reeser	740 a
5. Patrice Payne	650 n
6. Nannette White	425 n
7. Helene Bernbaum	385 n
8. Sherri Merrill	355 n
9. Wendy Dooley	350 n
10. Elva Earll	250 a
11. Kimberly Hansing	250 n
12. Tammy Matthews	230 b
13. Laura Lockridge	220 a
14. Tricia Farmer	200 b
15. Jenny Atchison	150 b
16. Dennise Jones	140 n
17. Karen Hyles	140 n
18. Ruthann Renaux	130 n
19. Vanetta Kahl	125 b
20. Gayna Alberts	80 b
21. Tam Tracey	80 b
22. Patricia Dekoker	50 b
24. Pam Bukamier	50 b
25. Gerry Baker	46 b

CRC Desert Club & Shop Final 1978 Point Standings

CLUBS	
1. Clean Sweep	17,684
2. Half Fast	15,928
3. Bench Racers	12,795
4. Desert Raiders	9,809
SHOPS	
1. Midas Mufflers	12,056
2. Walters Leathers	5,807
3. Bonhams Chevron	3,258

CRC Desert Final 1978 Point Standings Open class

1. Tom Kelly	1525 e
2. Morgan Malocco	1430 e
3. Bob Balentine	1310 e
4. Chris Duncan	1074 a
5. Mike Mulconery	1065 e
6. Mike Martin	1005 e
7. Mark Force	870 e
8. Jim Tarpley	848 a
9. Ron Nelson	830 a
10. Greg Kammerman	805 a
11. Wayne Allen	723 e
12. Ken Hansing	714 a
13. Richard Hall	678 e
14. Paul Clifford	650 a
15. Myram Kitchen	644 a
16. Jerry Utterback	599 a
17. Kent Perkins	585 e
18. Daryn Wyatt	575 e
19. Dale Robinson	557 a
20. Jeff Matthews	540 e
21. Jerry Donaldson	450 n
22. Eric 'MacCracken	435 a
23. Jerry Lowell	424 a
24. Joe Logan	405 n
25. Tony Harris	390 e
26. Rick Muller	360 e
27. John Belton	326 a
28. Mike Cappello	325 n
29. Rod Hawkins	325 n
30. Mike Smith	319 n
31. Glenn Koukal	316 n
32. Chris Kallen	310 e
33. Dennis Hancock	300 n
34. Blake Fair	287 n
35. Jim Smith	279 e
36. Kim Waters	277 n
37. Steve Hale	274 n
38. Lee Scheffers	270 e
39. Dan Smith	260 n
40. Don Bartley	259 n
41. Gary Mulconery	255 n
42. Howard McMasland	250 e
43. Jim Lynch	249 a
44. David Riley	243 a
45. Fred VanDusen	236 n
46. Heath Hibbard	234 e
47. Peter Tolmasoff	205 n
48. Steven Heinze	203 e
49. Terry Strickland	202 n
50. Doug Hurt	200 a
51. Phil Bayliss	197 a
52. Cliff Stroud	195 n
53. Ronald Hatcher	194 n
54. Larry Woodruff	190 n
55. Chuck Pettigrew	190 e
56. Lon Peterson	190 e
58. Rick Shirey	190 e
59. Brett Henson	185 a
60. James Dekoker	174 n
61. Gary Wessels	164 n
62. Eric Burney	155 a
63. Bob Jahrmark	151 n
64. Terry Hawkins	150 n
65. Ed Pierce, Jr.	150 n
66. Tony Leyrer	147 n
67. Chip Brandt	146 n
68. Austin Smith	145 a
69. Darren Burgdorf	145 n
70. Martin Small	144 b
71. Dave Waelden	143 n
72. Wayne Dohramn	140 e
73. Chuck Fowler	140 a
74. Richard Goetz	139 a
75. Tom Phillips	135 a
76. Mike Parsel	135 a
77. Scott Smith	123 n
78. Danny Tucker	120 n
79. James Rodriguez	120 b
80. Ronald Valklunga	120 b
81. Greg Holman	116 n
82. Steve Woolley	115 b
83. Sandy Nitz	110 b
84. Chuck Sickler	109 a
86. Robin Smith	104 n
87. Doug Posson	102 e
88. Rick Burrus	100 a
89. Tim Gomez	100 b
90. James Haines	100 b
91. Ken Renaux	98 a
92. Michael Heyler	98 n
93. S. Huth	90 a
94. Ron Chuba	90 n
95. Bob Prickett	90 b
96. Ted Crozier	87 b
97. Jeffery Johnson	86 b
98. Ron Wilkerson	86 b
99. Gary Lowe	85 b
100. David Foster	80 b

CRC Desert Final 1978 Sr. class Point Standings

1. L. Upp	2270 e
2. M. Dyott	2041 e
3. L. Garton	1315 e
4. R. Hughes	1310 a
5. D. Wooldridge	1155 a
6. J. Lingo	895 n
7. A. Smith, Jr.	865 n
8. J. Sheldon	740 a
9. H. Cannon	724 n
10. E. Waldheim	605 a
11. M. Marker	587 n
12. J. Blood	546 n
13. J. Nelson	545 a
14. J. Braasch	536 n
15. R. Bonham	525 n
16. D. Duncan	517 n
17. L. Ballenger	516 n
18. G. Cannon	507 n
19. G. Burgdorf	495 n
20. I. Summers	465 a
21. B. Findley	450 a
22. J. Hartel	442 n
23. L. Milton	440 n
24. R. Updegraff	383 b
25. A. Wilderson	360 n
26. G. Moulet	359 a
27. B. Wilson	348 n
28. J. Kelly	340 a
29. W. Dooley	339 n
30. B. Galloway	312 n
31. J. Zuidema	299 b
32. P. Wengren	270 n
33. M. Schneider	260 a
34. A. Perry	250 b
35. J. Van	241 b
36. L. Rundquist	226 n
37. S. Wilson	220 n
38. T. Glass	210 a
39. L. Blomgren	206 n
40. J. Moore	190 e
41. L. Wells	182 n
42. J. Cowen	171 b
43. J. Glass	170 e
44. L. Tygart	170 n
45. L. Jones	165 a
46. R. Hurt	165 n
47. T. Geffs	165 b
48. G. Fair	158 b
49. V. Morris	135 a
50. R. Stokoe	130 n
51. D. Milburn	130 n
52. B. Hamilton	106 b
53. B. Carson	100 b
54. G. Purser	95 n
55. C. Crabbe	90 a
56. B. Jordan	90 b
57. W. Dabbs	90 n
58. T. Rezek	90 n
59. B. Stewart	80 e
60. B. Midkiff	75 a
61. R. Jones	70 n
62. E. Payne	50 a
63. N. Dobrick	50 b
64. N. Johnson	50 b
65. S. Gayle	45 b
66. D. Dryden	40 n
67. W. Childers	40 n
68. J. Belton	40 b
69. J. Jones	38 b
70. O. Cecil	35 n
71. R. Cloud	35 n
72. B. Haywood	34 b
73. C. Casanova	32 b
74. C. Wood	25 b
75. M. Manning	24 n
76. R. Heyler	19 b
77. H. King	19 b
78. L. Matthews	17 b
79. G. Alderman	6 n

CRC Desert 1979 Sr. class Club Point Standings

1. Bench Racers	5275
2. Half Fast	4988
3. Sod Busters	3130
4. Clean Sweep	2751
5. Desert Raiders	2528
6. Mixed Nuts	2270
7. Flying Fools	383
8. Dirty Ol Men	340
9. Desert Diggers	182
10. Apocalypse	158
11. Lost Coyotes	135
12. Rovers	80
13. Desert Vipers	70
14. Over the Bars	40

CRC Desert Final 1978 Point Standings 0-200cc class

1. S. Atchison	1782 e
2. K. Upp	1672 e
3. C. Roberts	1457 e
4. D. Morrison	1260 a
5. S. Davies	1099 e
6. J. Ellico	947 e
7. R. Beck	728 a
8. S. Hodgson	760 a
9. M. Easley	630 e
10. J. Foster	620 e
11. B. Rigo	610 e
12. R. Rundquist	580 e
13. L. Crawford	579 a
14. G. Johnston	515 a
15. K. Case	491 a
16. R. Kennedy	475 n
17. E. Whisenant	472 a
18. R. Tello, Jr.	471 n
19. T. Stuart	470 e
20. B. Wells	443 n
21. R. Lingo	441 a
22. J. Blix	440 e
23. M. Roth	438 n
24. T. Hokama	434 a
25. J. Pulley	417 a
26. M. Jackson	400 a
27. M. Wilson	385 n
28. D. Sewell	385 n
29. G. Dyott	375 n
30. B. Newman	365 n
31. S. Hubble	353 a
32. T. Foster	350 a
33. D. Marshall	349 n
34. M. Tolmasoff	326 n
35. A. Dryden	315 n
36. J. Hopkins	310 a
37. J. McConnell	309 n
38. J. Barker	288 n
39. J. Cannon	257 n
40. B. Ishman	250 a
41. R. Robles	245 n
42. R. Hall	245 n
43. J. Braasch	244 n
44. J. Zuidema	225 a
45. D. Pritchett	220 e
46. J. Heth	210 n
47. M. Johnston	190 e
48. M. Johnston	190 e
49. S. Horner	188 b
50. J. Eden	187 n
51. R. Norris	180 n
52. J. Moerke	179 n
53. S. Hughes	177 n
54. R. Bowers	176 n
55. R. Hooper	175 b
56. S. Grenke	165 a
57. D. Dalluge	160 n
58. M. Smiley	157 e
59. G. Coover	151 n
60. D. Alexander	150 b
61. G. Burton	143 n
62. M. Nelson	142 n
63. J. Matthews	141 n
64. M. Meloserdoff	140 n
65. J. McConnell	140 n
66. J. Gifford	138 n
67. J. Mattox	137 n
68. R. Horner	133 b
69. S. Parson	127 b
70. J. Schneider	125 n
71. R. Perry	125 n
72. R. Huff	123 n
73. J. Lindsey	120 n
74. S. Anderson	120 n
75. B. J. Lee	118 n
76. J. Craig	118 n
77. D. Cantu	116 n
78. M. Purser	106 n
79. J. Gilpin	104 n
80. S. Bainter	101 b
81. C. Allier	100 b
82. R.M. Mendenhall	92 n
83. G. Bullington	90 n
84. R. Davis	90 a
85. K. Fees	90 n
86. D. Janiec	90 n
87. C. Miller	90 a
88. B. Needham	90 n
89. R. Stoffel	90 b
90. T. Willis	90 n
91. C. Hubble	85 b
92. D. Murphy	83 b
93. W. Whiteker	82 n
94. R. Reyes	81 b
95. M. Wengren	75 b
96. L. Parthemer	73 b
97. R. Wilson	71 n
98. M. Lucas	70 b
99. R. Shelley	68 b
100. J. Divine	65 n

CRC Desert Final 1978 Point Standings 250cc class

1. D. Beisner	2030 e
2. S. Duncan	1687 e
3. J. Fuller	1295 a
4. T. Nething	1285 e
5. J. Cannon	1270 e
6. K. Heil	1075 e
7. L. Mundy	1012 e
8. R. Vaugh	970 a
9. B. VanderByl	963 a
10. R. Zajic	956 e
11. T. Mitchell	822 e
12. P. VanderByl	780 a
13. G. Tolmasoff	765 a
14. B. Zier	704 a
15. S. Brookshire	645 e
16. J. Matthews	570 e
17. J. Wilson	554 e
18. B.J. Lee	525 a
19. G. Johnston	515 a
20. G. Colbert	490 a
21. G. Ames	462 a
22. M. Lee	460 e
23. J. Draves	441 a
24. S. McEwen	415 n
25. J. Donaldson	410 n
26. R. Anderson	397 n
27. J. Hylton	390 a
28. M. Dooley	366 n
29. J. Steen	355 e
30. R. Schroeder	351 n
31. S. Cord	345 n
32. M. Johnston	330 e
33. D. Behnke	324 n
34. E. Evans	320 n
35. P. Van Lake	313 n
36. A. Smith	308 n
37. D. Miller	305 e
38. J. Roth	289 n
39. B. Needham	270 n
40. M. Moullet	266 a
41. C. Bonham	258 n
42. E. Heitman	255 n
43. M. Cole	252 e
44. J. Glover	240 n
45. J. Lambson	240 e
46. R. Widney	225 n
47. M. Eckardt	220 e
48. L. Belanger	212 n
49. R. Barrett	215 n
50. J. Kline	206 n
51. J. Basso	195 n
52. P. Eddy	190 e
53. J. Chamberlin	186 n
54. M. Palhegyi	180 a
55. A. Eichel	180 b
56. R. Lacey	173 n
57. G. Stern	169 n
58. J. Rapp	166 n
59. B. Diulio	165 n
60. D. Kennedy	159 n
61. L. Spaeth	150 n
62. P. Hitt	150 b
63. C. Miller	145 e
64. G. Hoots	140 e
65. J. Sloan	140 n
66. D. Feldkamp	135 n
67. P. Jones	130 e
68. B. Cooper	125 n
69. J. Zuidema	120 a
70. R. Wessels	119 n
71. B. Clark	116 n
72. R. Conway	113 b
73. C. Brooks	110 e
74. B. Henson	110 e
75. D. Knapik	108 n
76. T. Bissell	102 n
77. R. Overby	102 b
78. S. Lee	100 e
79. S. Sheldon	100 n
80. T. Acuna	100 b
81. T. Dickerson	99 n
82. B. Cannon	95 b
83. J. Foster	95 e
84. P. Tolmasoff	90 n
85. S. Grenke	90 a
86. L. Wallin	85 n
87. M. Casey	85 n
88. J. Rogers	84 b
89. J. Welton	80 e
90. D. Ruth	80 n
91. M. Gomez	80 n
92. J. Gilpin	78 n
93. S. Loyd	76 b
94. R. Clarke	75 n
95. S. Ryono	75 b
96. J. Heth	74 n
97. D. Wells	72 n
98. J. Otto	71 b
99. P. Reyes	70 n
100. B. Rowland	70 b

Elsinore TT Scram. Lake Elsinore, CA Jan. 20, 1979

MINI COMB	
Eddie Hicks	
Curtis Cannon	
Greg Nelson	
125 NOV	
John Ekeght	
Kevin Guthery	
Randy Fish	
125 AM/EX	
Mark Ledbetter	
Ted Thompson	
Roger Thompson	
250 NOV	
Robert Burns	
Stan Galvez	
Chris Marrotte	
250 AM/EX	
Joe Steffen	
Ross Klatt	
Steve Karsto	
OPEN NOV	
Steve Duer	
James Morris	
Scott Oliver	
OPEN AM/EX	
Joe Windham	
Chris Cannon	
Dennis Briggs	
SPEC AM/EX	
Joe Steffen	
Dennis Briggs	
Don Meiner	
MONEY RACE	
Joe Steffen	
Chris Cannon	
Dennis Briggs	
GO CART	
Mel Miller	
Phil Johnson	
Neil Flomnoy	

Motocross Star Track MX Park El Paso, TX Jan. 7, 1979 By SWDRA

125 EX	
Scott Logston	Yam
Shaun Perrerro	Suz
Mitch Morehead	Suz
100 EX	
Mitch Moorehead	Suz
Jimmy Woleslagle	Suz
Shaun Perrerro	Suz
125 AM	
Brad Tabor	Yam
Tres Craig	Yam
Clay Francione	Suz
125 NOV	
Scott Vogel	—
David Ennis	Yam
Scott Hoge	Yam
250 AM	
Rob Davies	Hon
Jim Johnson	KTM
Steve Fox	KTM
250 NOV	
Rob Davies	Hon
Jim Johnson	KTM
Steve Fox	KTM
250 NOV	
Clifford Wright	Yam
Bobby Nichols	Yam
David Telles	Yam
100 AM	
David Ennis	Yam
Clay Francione	Suz
Mark Franco	Yam
MINI MINI	
Billy Ennis	Yam
Clint Nelms	Suz
Chester Ennis	Yam
80 AM	
Jeff Nelms	Suz
Mike Byrd	Suz
Mark Miller	Yam
80 NOV	
Alex Rainbolt	Yam
Andy Franco	Yam
Steven Burch	Suz
WOMENS	
Susie Livingston	Suz
Gayla Franks	Yam
Jeannie Livingston	Suz

CRC Desert Final 1978 Jr-Sr Points Standings

1. Monte Lee	1450 e
2. Leon Prix	1227 a
3. Al Wurtzel	1190 e
4. Frank Arcjero, Jr.	1140 a
5. Vern Heth	916 e
6. Larry Livesay	853 a
7. Jim Griffith	732 a
8. Lenny Hancock	715 a
9. Tom Baker	607 n
10. Bill Hensche	543 a
11. Rich Hansing	510 b
12. Bob Dahlgren	500 n
13. Bob Scott	485 n
14. Cary Chrisman	455 a
15. Gary Short	450 a
16. Ken Hanggi	446 n
17. Jon Rogers	415 n
18. B. Terpak, Sr.	393 n
19. Wayne Leggett	391 n
20. R. Coe	374 a
21. Ray Wright	356 a
22. Noel Park	348 b
23. Cris Cord	346 n
24. Dan Dean, Jr.	344 n
25. Larry Robidoux	339 n
26. A. Friedman	333 b
27. B. Wainwright	290 n
28. D. Woods	285 e
29. K. Clayton	280 a
30. P. Ziegler	258 n
31. J. Bleier	255 b
32. C. Bruen	251 n
33. Fudpucker	246 n
34. R. Brownell	225 n
35. P. McEvoy	225 e
36. Ray Donaldson	218 a
37. Roy Montoy	211 n
38. L. Poe	205 b
39. Dan Ely	198 b
40. G. Cox	198 n
41. Barry Bernbaum	183 n
42. C. Baily	181 n
43. Paul Newman	180 n
44. G. Plson	176 n
45. D. Cummings	175 a
46. L. Mason	170 n
47. R. Wood	165 n
48. R. Dugan	165 e
49. A. Digioia	156 n
50. Big Red	154 n
51. T. Johnson	154 b
52. G. Gibbons	150 e
53. J. Bukamier	150 e
54. Howard Hooper	143 n
55. P. Pruett	140 n
56. Al. Yoakum	140 b
57. R. Wilson	140 a
58. F. Digioia	137 n
59. A. Dacosta	136 n
60. Dick Swenson	136 b
61. Dennis Perham	136 n
62. B. Pawellzyk	131 b
63. G. Faught	128 n
64. Larry White	127 b
65. R. Bullington	125 n
66. G. Ehrman	125 b
67. A. Cassio	120 a
68. W. Pritchett	113 a
69. J. Smoot	112 a
70. T.W. Swets	107 e
71. L. Allen	106 n
72. R. Clayton	105 n
73. S. Weston	105 n
74. R. Carlson	100 n
75. B. Holcomb	100 b
76. E. Ellis	100 b
77. G. Horner	96 b
78. R. Dockstader	96 b
79. B. Jantzi	95 e
80. B. Hicks	90 n
81. D. Anderson	90 n
82. D. Sweeny	90 b
83. D. Black	89 b
84. Jerry Natalia	88 b
85. George Klinefelter	87 n
86. C. Weedon	85 n
87. Warner Riley	85 n
88. Lyle Smith	80 b
89. J. Kinsey	80 b
90. A. Weekely	75 a
91. R. Barrfna	75 n
92. Ray Dixon	75 b
93. Terry Franssen	71 n
94. H. Soens	70 a
95. J. Liddy	70 b
96. G.M. Erl	65 a
97. Bob Freeman	65 n
98. T. Adams	62 n
99. R. Glass	60 a
100. J. Pulley	60 a

1978 CRC Final Enduro Point Standings Women's Division

1. Michele Keast	3243
2. Kim Allred	3171
3. Melanie Mahan	2979
4. Marlene Simpson	2937
5. Ellen Nichols	2560
6. Becky Burdick	2266
7. Lyn Mallory	1589
8. Margaret Holcomb	1549
9. Joyce Robinson	1375
10. Kim Hansing	1342
11. Susan Thomas	1318
12. Karen Bergkuist	1298
13. Sonya Dumon	1290
14. Marion Brasfield	1277
15. Anne Crawshaw	1105
16. Alice Bales	1080
17. Judith Teeter	1079
18. Kathy Stewart	1055
19. Donna Mahan	1015
20. Barbara Van Hollen	776
21. Barbara Perry	754
22. Elizabeth Coulson	672
23. Sherrie Welch	473
24. Vicki Fleming	425
25. Vickie Stewart	253
26. Carrie Watson	238

TROPHY PICKUP

Antelope Ramblers M.C. trophies for Nov. 12 Hare Scrambles will be available at D-37 desert races. Info (213) 886-2742. (7)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

2/2	TT/Houston, TX
2/3	ST/Houston, TX
3/11	RR/Daytona Beach, FL
4/14	M/Sacramento, CA
5/6	Mile/San Jose, CA
5/12	HM/Gardena, CA
5/19	HM/Topeka, KS
5/26	HM/Laurel, MD
6/2	HM/Louisville, KY
6/10	HM/Middletown, NY
6/17	RR/Loudon, NH
6/22	TT/Santa Fe, IL
6/24	HM/Columbus, OH
7/7	TT/Castle Rock, WA
7/15	RR/Sears Point, CA
7/21	TT/Gardena, CA
7/29	Mile/DuQuoin, IL
8/3	ST/Santa Fe, IL
8/5	TT/Peoria, IL
8/12	RR/Pocono, PA
8/19	HM/Des Moines, IA
8/25	Mile/Indianapolis, IN
8/26	Mile/Indianapolis, IN
9/2	RR/Loudon, NH
9/9	Mile/Syracuse, NY
9/16	Mile/Meadows, PA
9/23	Mile/San Jose, CA
9/29	HM/Gardena, CA

AMA/Toyota Supercross Series

1/28	Oakland, CA
2/9-10	Seattle, WA
3/3	Atlanta, GA
3/10	Daytona, FL
3/16-17	Houston, TX
4/28-29	Pontiac, MI
6/2	New Orleans, LA
7/6-7	Pittsburg, PA
7/14	Los Angeles, CA
11/10	Anaheim, CA

AMA National Motocross 125/250/500cc

3/25	125/250cc MX Sacramento, CA
4/1	125/250cc MX Orange, CA
4/8	125/250cc MX Phoenix, AZ
4/22	125/250cc MX Omaha, NB
5/13	250/500cc MX Mt. Morris, PA
5/20	250/500cc MX Southwick, MA
5/27	250/500cc MX Atlanta, GA
6/17	250/500cc MX Sears Point, CA
6/24	250/500cc MX St. Peters, MO
7/1	250/500cc MX Buchanan, MI
8/5	125/500cc MX Escoheag, RI
8/12	125/500cc MX Binghamton, NY
8/19	125/500cc MX Charlotte, NC
8/26	125/500cc MX St. Petersburg, FL

AMA National Enduros

Eastern Region

3/4	Stone Mtn. Nat'l Georgia Crackers MC Georgia
3/25	100 mi. Nat'l No. Virginia Trail Riders Virginia
4/1	Curly Fern Nat'l S. Jersey Enduro Riders New Jersey
4/29	Little Raccoon Classic Appalachian Dirt Riders Ohio
5/27	Little Burr Nat'l Enduro Riders Assoc. Ohio
8/12	100 mi. Nat'l Ithaca Dirt Riders New York
9/30	100 mi. Nat'l Columbia Enduro Riders South Carolina
11/14	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

3/11	100 mi. Nat'l Dusty Wheels M.C. Louisiana
3/18	100 mi. Nat'l Tulsa Trail Riders Oklahoma
4/8	125 mi. Nat'l Post Enduro Assoc. Texas
5/8	Burr Oak Nat'l Mid-West Nat. Enduro Riders Illinois
6/3	Lame Duck Nat'l Mid-State Trail Riders Michigan
6/24	100 mi. Nat'l Straight Arrow Enduro Riders Minnesota
8/18-19	400 mi. Jack Pine Nat'l Lansing M.C. Michigan
10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

2/18	150 mi. Nat'l Chaparrals M.C. California
5/13	100 mi. Nat'l Redwood Scramblers M.C. California
6/3	Tuff'e Nuff Nat'l California
10/7	100 mi. Nat'l Double Crossers M.C. California
10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/14	100 mi. Nat'l Redding Dirt Riders California

AMA 2-Day ISDT Qualifiers

3/17-18	Knoxville, TN
4/21-22	California City, CA
5/12-13	Maplesville, AL
5/19-20	Rose City, MI
6/9-10	McMinnville, OR
6/16-17	Bellingham, WA

FIM/AMA International Events

6/10	500cc USGP Carlsbad, CA
7/22	125cc USGP Lexington, OH
7/29	250cc USGP New Berlin, NY
8/5	F-750 Road Race Monterey, CA
9/16	Olympiad, Orange, CA

Trans-AMA

9/23	Lexington, OH
9/30	Buchanan, MI
10/7	New Berlin, NY
10/14	TBA
10/21	Sonoma, CA
10/28	TBA

125cc World Championship Motocross

4/8	Austria
4/15	West Germany
5/13	Holland
5/20	Italy
6/10	Finland
6/17	Czechoslovakia
6/24	Yugoslavia
7/1	Switzerland
7/8	France
7/15	Ireland
7/22	USA
8/12	Spain

250cc World Championship Motocross

4/7-8	Spain
4/22	Holland
4/29	Italy
5/6	Belgium
5/20	Yugoslavia
5/27	Czechoslovakia
6/10	Poland
6/17	France
7/1	W. Germany
7/29	USA
8/5	Finland
8/12	Bulgaria

500cc World Championship Motocross

4/22	Austria
4/29	France
5/13	Sweden
5/27	Italy
6/10	USA
6/17	Canada
6/24	W. Germany
7/1	Britain
7/8	Switzerland
7/29	Holland
8/5	Belgium
8/12	Luxembourg

World Championship Observed Trials

2/10	Ireland
2/17	Britian
2/25	Belgium
3/4	Holland
3/11	Spain
3/18	France
6/10	Canada
6/17	USA
7/15	Italy
8/19	Sweden
8/26	Finland
9/16	Czechoslovakia

International Six Days Trial

9/10-15	W. Germany

Trophee Des Nations

9/9	Stockholm, Sweden

Motocross Des Nations

9/2	Finland

Tourist Trophy World Championship Road Racing

6/2-8	Isle of Man TT
8/18	50th Ulster GP/Ireland

Road Racing World Championship Grand Prix

3/18	Venezuela
4/29	Austria
5/6	W. Germany
5/13	Italy
5/20	Spain
6/17	Yugoslovia
6/23	Holland
7/1	Belgium
7/22	Sweden
7/29	Finland
8/12	England
8/18	Czechoslovakia
9/2	France

World Championship F750 Road Racing

4/1	Italy
4/22	England
5/27	France
7/15	Switzerland
7/22	Austria
7/29	Canada
8/5	USA
9/9	Holland
9/16	Belgium
9/23	W. Germany
9/30	Yugoslavia

European Endurance Championship

4/22	Holland
4/29	France
5/20	Belgium
6/17	W. Germany
6/24	Italy
7/8	Spain
9/30	England

AMA/NATC Nat'l Trials

5/19	New York
5/20	Pennsylvania
5/26	Indiana
6/17	Colorado (also FIM World round)
6/23	Texas (San Antonio)
6/24	Texas (Dallas)
8/26	Arizona
9/1	Oregon
9/3	California

S.C.O.R.E. Off Road Racing

2/9-10-11	Parker 400 Parker, AZ
3/23-24-25	Mexicali 250 Mexicali, Baja, CA
6/8-9-10	Baja Internacional Baja, CA
8/24-25-26	Off-Road World Championships Riverside, CA
11/9-10-11	Baja 1000 Baja, CA

AMA D-37 1979 Event Schedule

1/7	Dirt Digger	MX
1/14	Sled Riders	HH
1/14	Lightweights	S
1/21	Prairie Dogs	HS
1/28	Cactus Cats	HS

2/3-4	Anaheim Hi Siders	GP
2/4	Prospectors	E
2/11	Dirtfliers	HS
2/11	Lightweights	S
2/18	Four Aces	HH
2/18	Chapperals	E
2/25	Brush Busters	HH
2/25	Gripsters	S
3/10	Jack Rabbits	S
3/11	Invaders	HH
3/18	Maywood	HS
3/18	Dirt Diggers	E
3/18	Lightweights	S
3/25	Desert Squirrels	HS
3/31	OCMC	GP
4/1	OCMC	GP
4/8	Rovers	HH
4/8	Lightweights	S
4/14	Viewfinders	HS
4/14	End Does	E
4/21-22	Shamrocks	Q
4/29	Prospectors	HH
4/29	Gripsters	S
5/13	Badgers	HH
5/13	Lightweights	S
5/19-20	Pasadena MC	E
5/20	Desert Foxes	HH
5/20	End Does	MX
5/27	Master Links	HH
6/2-3	Viewfinders	GP
6/10	Desert Daiseys	HS
6/10	UEA	E
6/16-17	Desert Vipers	DES
6/24	Buzzards	HS
7/8	Desert Donkeys	HS
7/15	SGVMC	ES
7/29	Shamrock	ES
8/4-5	Hilltoppers	GP
8/19	Four Aces	ES
8/25	Gripsters	S
8/26	Antelope Ramblers	ES
9/1-2	Dirt Diggers	GP
9/9	Stump Jumpers	HH
9/16	Dusters	HH
9/23	Shamrock	HH
9/30	100's MC	HH
10/6-7	Desert Vipers	GP
10/7	Double XX	E
10/14	Checkers	HH
10/21	Jack Rabbits	S
10/28	Desert MC	HH
11/3-4	Checkpoint	E
11/4	Dirt Diggers	MX
11/11	Huntington Beach MC	HH
11/11	Anaheim Hi Siders	MX
11/18	Desert Knights	HH
11/24	SGVMC	HH
12/1-2	Maywood MC	GP
12/1-2	CEA	E
12/9	Jack Rabbits	HH
12/9	Gripsters	S
12/16	Hilltoppers	ES

MX Motocross
HH Hare & Hound
S Scrambles
HS Hare Scrambles
GP Grand Prix
E Enduro
ES European Scrambles
Q Qualifier
DES Dual Euro Scrams

CMC 1979 Motocross Schedule California

JANUARY	
1/7*	Saddleback Park
1/14	Carlsbad Raceway
1/21	Saddleback Park
1/28*	Carlsbad Raceway
FEBRUARY	
2/24*	Saddleback Park
2/11	Carlsbad Raceway
2/18	Saddleback Park
2/25*	Carlsbad Raceway
MARCH	
3/4*	Saddleback Park
3/11	Carlsbad Raceway
3/18	Saddleback Park
3/25*	Carlsbad Raceway
APRIL	
4/1*	Saddleback Park
4/8	Carlsbad Raceway
4/15	Saddleback Park
4/22*	Carlsbad Raceway
4/29	Saddleback Park
MAY	
5/6*	Saddleback Park
5/13	Carlsbad Raceway
5/20	Saddleback Park
5/27*	Carlsbad Raceway
JUNE	
6/3*	Saddleback Park
6/10	Carlsbad Raceway
6/17	Saddleback Park
6/24*	Carlsbad Raceway
JULY	
7/1*	Saddleback Park
7/8	Carlsbad Raceway
7/15	Saddleback Park
7/22*	Carlsbad Raceway
7/29	Saddleback Park
AUGUST	
8/5*	Saddleback Park
8/12	Carlsbad Raceway
8/19	Saddleback Park
8/26*	Carlsbad Raceway
SEPTEMBER	
9/2*	Saddleback Park
9/9	Carlsbad Raceway
9/16	Saddleback Park
9/23*	Carlsbad Raceway
9/30	Saddleback Park
OCTOBER	
10/7*	Saddleback Park
10/14	Carlsbad Raceway
10/21	Saddleback Park
10/28*	Carlsbad Raceway
NOVEMBER	
11/4*	Saddleback Park
11/11	Carlsbad Raceway
11/18	Saddleback Park
11/25*	Carlsbad Raceway
DECEMBER	
12/2*	Saddleback Park
12/9	Carlsbad Raceway
12/16	Saddleback Park
12/23*	Carlsbad Raceway
12/30	Saddleback Park

* Points Races for Pros

California CRC Desert Schedule 1979

1/21	Renegade HS	Red Mtn.
2/4	20 Mule Team Race	Rand
2/18	Gold Digger HS	Lucerne
3/4	Outlaw GP	Riverside
3/18	Boothill HS	Rand
4/8	Dr. Pepper GP	Racing World
4/22	Pucker Bunny HS	Lucerne
5/6	Dunestown GP	Indian Dunes
5/20	Bandito HS	Rand
6/2-3	Cal City GP	Cal City
8/26	Tom Cat ES	Red Mtn.
9/9	Wild Hare	Cal City
9/23	Jackass Team Race	Lucerne
10/7	Golden Bear H & H	Cal City
10/21	Desert Spook HS	Barstow
11/4	Rosarito GP	Baja
11/18	Wild Turkey HS	Rand
12/2	Reindeer HS	Lucerne

California CRC 1979 Enduro Schedule

1/14	Bobcat	Red Mtn.
2/11	Candy Ass	Barstow
3/11	Gringo	Baja
4/8	Hobo	Lucerne
5/6	Tenderfoot	Cal City
6/3	Sidewinder	Barstow
9/16	Roadrunner	Cal City
10/14	Gullywhomper	Lucerne
11/11	Iron Horse	Red Mtn.
12/9	Santa Claus	Lucerne

Regularly Scheduled Events

Thursday

OREGON

CMC NIGHT MOTOCROSS
Delta Park, Portland, OR. I-5 North of Portland at Delta Park exit. All clases. 100% p.b., 30% trophies. Entry $7.50, $13.50 Pro. 503/285-6635.

Friday

CALIFORNIA

AMA SEMI-PRO NIGHT MX
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. p.b., 30% trophies. Gates open 4 p.m., prac. 6:15, race 7. All new track, water jump. 415/634-3328, 634-1667.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC NIGHT MX
Orange County International Raceway, Irvine, CA. All classes. Cash purse all Pro classes. Trophies awarded Sportsman classes. $10 entry. No gate charge. Gates open 5:00 p.m., prac. 6, race 7:30 p.m. For info: 714/557-3323, 552-5511.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Amateur trophies thru 8 places. Expert p.b. depending on entries. Prac. starts 7 p.m., race 8. Entry $7 Am., $12 Ex. Swimming pool, showers, game room. 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy. on Hwy. 74, off Ellis Ave., ¼ mi. east side, Perris, CA. Cancelled till March. Open 5 p.m., prac. Race 7:30 p.m. All classes Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

R.A.C.E. FLAT TRACK/ODYSSEY
Corona Rcwy., Corona, CA. H-91 & Buchanan. Races alternate each week between Flat Track/TT and ATC/Odysseys. Flat Track-All classes. 30% trophies, money races. Entry $4, $5 money. ATC-All classes. 30% trophies. Entry $7. Gate $3. Race 7:30 p.m. 714/689-1913, 735-1705.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex., $7 Sptsmn. Non-membs add $2. Pros ride 2 long motos, Sprtsmn 3 motso. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m., Free camping, prac. 8:30, race 9:30 a.m. 714/635-5840. 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy., Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

1st & 3rd Sundays

CALIFORNIA

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

February 9

INDOOR MOTORCYCLE SWAP MEET
Movieworld Exhibit Center, 6900 Orangethorpe, Buena Park, CA. 6-11 p.m. Admission $2.50 per person, kids under 12 yrs. free. For info: 213/588-0763.

February 10

CORONA HM/ST/TT
Corona Raceway, Corona, CA. Gates open 5:00 p.m., prac. 6, entries close 6:15, race 7:00 p.m. 714/ 735-1705, 689-1913.

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track,

NMA PRESENTS THE
Kawasaki
WINTER NATIONALS
MOTOCROSS SERIES
ALL EVENTS: GATE OPENS 6:30AM PRACTICE 8:00AM RACING BEGINS 9:30AM
FEB.11 SADDLEBACK PARK ORANGE, CA.
FEB.18 Sunrise Valley Cycle Park ADELANTO, CA.
FEB.25 SADDLEBACK PARK ORANGE, CA.
$7000.00 AWARDS & TROPHIES including.... 1979 2 KX80's 1 KX125
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ENTRY FORMS & INFO. CALL OR WRITE
NMA PO BOX 46 NORWALK CA. 90650
CALL NOW!! 213-868-8112

CRC PRESENTS
OUTLAW GRAND PRIX
Sunday, March 4
Riverside Int'l. Raceway
See last week's Cycle News for entry blank
info: 714-689-6114 days

Sunday, Feb. 11, 1979
Side Winder Road — Barstow
Family Enduro
CRC Points
Club Challenge
A Gigantic 5 foot trophy will be awarded to the club with the 10 best Enduro riders. Each club may enter up to 15 riders. The 10 best scores will count toward the Club Championship. There is no extra cost to the riders. The 1st 36 minutes will be reserved for the Clubs. Each Club will receive 3 minutes (5 to a minute).
714-689-6114 days

DeAnza Cycle Park Racing Club
MX Racing Every Sunday — Membership Not Required
Member Sportsman $7 — Member Experts $12
Non-member add $2
Points to members
100% trophies to Minis & Pee Wees-50% trophies to Vets
Plus 30% trophies to Sportsmen—same day brass
Park fees—bike & rider $4, spectators $3 Why pay more?
Free overnight camping—pay once, stay all weekend
Gate opens 6:30 — Practice 8:30 — Race 9:30
Weekdays & Sat. (714) 653-4558 Sun. (714) 653-7979

Mammoth
June 23 & 24

Mark it on your calendar!
on...JULY 14, 1979...the
Coca-Cola SUPERBOWL of MOTOCROSS
RETURNS TO THE L.A. Coliseum!

SRA March 11
Grand Prix
Elsinore Raceway
714-828-1358

Open 7 Days 714-558-1584
CMC-MX, ITA Trials — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

KOA
STAY WITH US!!
Castaic Lake — 5 miles to Indian Dunes
2 nights for the price of 1 with this ad
Swim, snooze & jacuz
I-5 Northbound — Parker Rd. exit
Southbound — Lake Hughes Rd. exit
31540 N. Ridge Route Rd., Castaic, CA 91310
805-257-3340

RIDE WITH THE FAST ONES

For coming MOTOCROSS, DESERT, SCRAMBLES & Enduro events CALL

DISTRICT 37 COMPETITION RIDER AMA

RACERS Hot Line 714-898-1529

Feb. 11 — Dirtfliers Hare Scrambles
Feb. 11 — Lightweights Scrambles
Feb. 18 — Four Aces Hare & Hound
Feb. 18 — Chapparals Enduro
Feb. 25 — Brush Busters Hare & Hound
Feb. 25 — Gripsters Scrambles

RV Enterprises presents

Lake Elsinore Raceway

under new management & ownership
140 acres of good Riding
ORCA Elsinore Mini-Baja 100 mi. Odyssey Race
March 23 — 24
Every Sunday Motocross TT and Speedway Practice
On Highway 71, off at Lagonia St. Between Main St. and Railroad Cyn. Rd.
for info: 714-674-2646 or 676-4718

You Get Results When You Support
M.O.R.E. non profit
Can you do any less? more
M.O.R.E.
of California
PO Box 26062
Sacramento, CA 95826
916-363-9609
$10 a year prevents bad laws and gets you all the state news.

11th Annual Hangtown Motocross Classic
March 24-25, 1979
Entry blank in last week's Cycle News

Dirt Diggers North Motorcycle Club

Caution at first is better than tears at last

Motocross Race Schedule
CRC 213-830-7519
Feb. 11 — Saddleback
Feb. 18 — Indian Dunes
Feb. 18 — Racing World
Feb. 25 — Saddleback
March 4 — Indian Dunes
March 4 — Racing World
Membership Required

MX RACES EVERY SUNDAY
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 259-8000
INDIAN DUNES

Corona Raceway
4th Annual
Un-Leap Year Grand Prix
Feb. 25
714-735-1705

Can Jim jam Seattle?
Check next week for round two of AMA Supercross

class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gate open 4:30 p.m., sign up 5:00, race 7:30 p.m. Entry $8, watch for $3. 80% Ex. p.b., 30% spts. Odyssey riders welcome. Call if weather doubtful. 415/634-3328, 415/634-1667.

INDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Sptsmn classes Mini Beginner thru 500cc, 250cc Pro class. Entry $7 Pros, $5 others for first bike, $4 for 2nd. Gates open 6:00 p.m., prac. 7, race 8. Watch for $3 & $1.50. 503/928-7205, 753-1152.

February 10-11

CMC GOLDEN STATE SERIES MX
Dunlap Cycle Park. Fresno, CA. $24,000 total posted for 7 race series. $3,000 Pro purse per event. Pro classes 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sun. only. $8,000 in awards to Jr/Int series winners. Jr/Int entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat. 100cc Pro entry $12, $15 p.b. Info: CMC, 2024 E. Acacia St., Fresno, CA 93726. 209/224-6093. CMC lic. req.

February 11

CRC CANDY ASS ENDURO
Sidewinder Rd., Barstow, CA. Family enduro. CRC pts. Starts 8:00 a.m. Club Challenge: 5 foot trophy awarded to club with 10 best enduro riders. Each club may enter up to 15 riders. 10 best scores will count toward Club Championship. No extra cost to riders. 1st 36 minutes will be reserved for the clubs. Each club will receive 3 minutes (5 to a minute). 2 loops approx. 25 mi. each. 20% trophies & Fin. pins. Mail entry $12, post $15. Non-memb. add $2. 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114, days.

D-36 MOTOCROSS/HANGTOWN SPORTSMAN QUALIFIER
Plymouth Raceway, Plymouth, CA. Hwy. 16 E from Sacto; Hwy. 49 S from P'ville; Hwy. 49 N from Sonora. All classes. Gates open 6:15 a.m., sign up 6:30, prac. 7:30, riders mtg. 8:15, race 8:30 a.m. 125/250/Open Ex. entry $18, p.b. on $15, $10 trophy only. Nov/jr/Support entry $10. Watch for $3, kids 6-12 $1. Last event in qualifier series. Blue Plate points awarded this event. O/N camping ok. C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

D-37 DIRTFLIERS HARE SCRAMBLES
Lucerne Valley, CA-Soggy Dry Lake. Limed from "Y" Cafe. All desert classes. 10:00 a.m. start. Entry $11.00. Trophies, finisher pins, Rescue 3, D-37 pts., 2 x 35 mi. loops. Trail Nov. & Beg. go one loop. Dirtfliers MC, 5409 Pagentry, Long Beach, CA 90808. 213/425-2533, 714/848-2978.

ANTIQUE/CLASSIC MC EXHIBIT & AUCTION
San Mateo Exposition Center, San Mateo, CA. 10:00 a.m. Admission $3. Info: VMA, Inc. 213/433-4704.

AMA SCRAMBLES
Pioneer Arena, Oakdale, CA. S off Hwy. 120. All classes plus minis. $5.50 to ride, watch for $3. Jerry Griffith, 9600 Pioneer Ave., Oakdale, CA 95361. 209/847-5558.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7 a.m., prac 8, race 9. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit in Santa Maria. Mini thru Open classes. Entry $8/$12. 100% Pro p.b. Concessions, free camping. 805/937-6171.

D-36 SEMI PRO MOTOCROSS
Sears Point Raceway, Sonoma, CA. All classes. Gate opens 6:30 a.m., prac. 7:30, race 9:00. New international course. Entry $10 Nov/r. $16 Experts. $3 to watch. 707/938-8448.

D-36 EUROPEAN HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. 125-250-Open Ex/Jrs. sign up 8-9 a.m., race 9:30-11:00. Vets & OTs sign up 12:00-1:00 p.m., race 1:30-3:00. 125-250-Open Nov. sign up 10-11 a.m., race 11:30-1:00 p.m. Entry $11. Watch for $3. Race rain or shine. 415/634-3328, 415/634-1667.

GILA BEND GRAND PRIX
Downtown Gila Bend, AZ. 65 mi. SW of Phoenix on I-8. Tussing Memorial event, Race starts at noon. All classes welcome. Entry fees; Pre-entry ADRA memb. $20, non-memb. $25. Post entry after Feb. 6, ADRA memb. $25, non-memb. $30. ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

CMC WINTER SERIES OF MX
Seattle Int'l Raceway, Kent, WA. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Pee-Wees $5, Amateurs $8, Pros $13. Watch for $3.50. 5 ft. trophies at end of series. Info: 206/631-1550.

D-37 TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Gate open 8:00 a.m., prac. 9, race 10. Minis & sidehacks welcome. Lightweights MC. 213/371-7356.

C.A.T. WHITE TANK TRIALS
White Tank Mtns., Arizona. Take Grand Ave. to Reems Rd. to Greenway Rd. R to pits. (For explicit info. call Tom Fox). Championship Trial. A makeup for one that was cancelled in Nov. Sign in 8 a.m., start 9:30 a.m. Entry $6, CAT & SATA memb. $4. Beg/Jrs $4 & $2. Trialmasters John & Marilyn Ruggles & Fred Maynard. Mufflers & spk. arr. req. Teom Fox 602/992-6168.

PLONKERS VALENTINE TRIAL IV
Racing World, Trabuco Cyn., CA. I-5 to El Toro Rd, exit. E on El Toro Rd. to Live Oak Canyon Rd. turn R. Riders meeting 9:30 a.m., trial starts 10. ATA memb. $5, non-ATA memb. $6. Observed Trial. ATA sanction. Matt Pritchard, 9804 La Serna Dr., Whittier, CA 90605. 213/947-5085.

MRA TEAM CROSS COUNTRY
Timbar Mt. Cycle Park, Medford, OR. Stage Rd. to Cane Crk. Rd. Follow signs. Start at Chicken Foot Jct. 125/250/Open/Beginner/OT/St. legal enduro. Entry $15/team. $10/MRA memb. For info: Mike James, 17524 Hwy. 62, Eagle Point, OR 97524. 503/826-7612.

KAWASAKI JIM WEINERT MX SERIES
Racing World, Trabuco Cyn., CA. MX Lesson with the Pro, Jim Weinert. Eahc clas winner wins a private day of MX school with Weinert. Cash p.b. per moto & 30% trophy. Win a KX 125. For info 714/581-6400.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Membership req. Entry, Sportsmen $8 mail, $10 post. Pros $12 mail, $15 post. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778. California Championship Challenge.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only $8. Gates open 7 a.m., prac. 8, race 9 a.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

OMRA TEAM RACE
Bend, Oregon. Sponsored by Cascade MC. For info: 503/389-3795 days; 503/382-0061, 382-3837, 382-8528.

February 16-17-18

24th ANNUAL SAN BERNARDINO CUSTOM CAR & HOT ROD SHOW
National Orange Showgrounds, San Bernardino, CA. Show hours: Fri. 6-11:30 p.m.; Sat. 1-11:30 p.m.; Sun. 1-9 p.m. R.G. Canning Productions, 213/588-1934.

February 17-18

CMC GOLDEN STATE SERIES MX
Huron Cycle Park, Fresno, CA. 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sun. only. $8,000 in awards to Jr/Int series winners. Jr/Int entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat. 100cc Pro entry $12, $15 p.b. Info: CMC, PO Box 418, Huron, CA 93234, 209/945-2664.

February 17

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gate open 4:30 p.m., sign up 5:00, race 7:30 p.m. Entry $8, watch for $3. 80% Ex. p.b., 30% spts. Odyssey riders welcome. Call if weather doubtful. 415/634-3328, 415/634-1667.

February 18

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign-up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

NINTH ANNUAL SOBOBA GP
San Jacinto, CA on Soboba Indian Reservation. 30 mi. E of Riverside, CA Ex/Am/Nov/Sr/Women/Pros & 4-stroke classes. $2550 Pro purse. Super trophies, finisher pins. Entry: Pros $50, Sportsmen $25. Entry opened Dec. 26, closes Feb. 1. For entry info: 714/658-4590.

AFM ROAD RACE
Ontario Motor Speedway, CA. I-10 East to Haven St. exit. Box stock, Prod., Superstreet, GP & Sidecars classes. Entry: 120 1st class, $10 additional. Sidecars $25. Watch for $3.50 & $1.50 under 14 yrs. Under 5 yrs. free. Harry Bresach, 4996 Argyle Dr., Buena Park, CA 90621. 714/523-3892.

COYOTE DERBY NATIONAL ENDURO
North of Red Mtn., CA. 10 mi. N of Hwy. 395 on Trona Rd. All enduro classes welcome. Entry fee: A&B riders $14. C&Women $11. Post $1.00 extra. 3-man team $3.00. Drawing, Jan. 31, 8:00 p.m., Angelique's Restaurant, 2425 E. Orangethorpe, Fullerton, CA. Send 2 SASE to Chaparrals MC, PO Box 743, Sunset Beach, CA 90742. 714/846-3418. Course info., 714/987-0440.

MOTOCROSS
Helvetia Park, West Sacto, CA. 2602 River Rd., W Sacto. I-80 to Harbor Blvd., L 6 mi. to track. All classes. Entry $10 Sptsmn/$16 Ex. $5 yearly memb. Helvetia Inter'l MC, 153 Fleming Ave., Vallejo, CA 94590. $5,000 rider med. ins. 707/552-0116.

AMA DBL PTS MOTOCROSS
Oasis Raceway, Clearlake, CA. 25 mi. W of Williams on Hwy. 20. All classes. Sptsmn. entry $10, Pros $18. 2nd bike $6. Gate opens 6:45 a.m., sign up 7, prac. 7:45, race 8:30 a.m. Dbl. Blue Plate pts. only. 30% brass, $15 p.b. to Pros. For info: Oasis Raceway, P.O. Box 1748, Clearlake Highlands, CA 95422. 707/994-4175.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 6:30 a.m., sign up 7-7:45, prac. 8, race 9. Entry Ex. $15, Spts. $10. Spec. $3. 80% Ex. p.b., 30% spts. Race rain or shine. 415/634-3328, 634-1667.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. AME license required. Post entry only. $9 Sptsmn, $13 Pros. Gates open 7 a.m., prac. 8, race 9 a.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% Trophies. Entry 17 Mini, Beg, Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course. 714/581-6400.

ERA MOTOCROSS
Eugene, OR. From Eugene out Hwy. 99 north to Hwy. 36, go thru Chesire, then left on Territorial Rd. Look for ERA sign on left of road. Sign up 9 a.m., prac. 11, race 12. Entry $5, Pro $10. 100% Pro p.b. Must be Racing Wheels member ($5). Gate: under 6 free, student thru 17 $2, Adult $3. 503/688-1274.

CMC WINTER SERIES OF MX
Seattle Int'l Raceway, Kent, WA. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Pee-Wees $5, Amateurs $8, Pros $13. Watch for $3.50. 5 ft. trophies at end of series. Info: 206/631-1550.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

OMRA 100 MI CROSS COUNTRY
Bend, Oregon. Sponsored by Cascade MC. For info: 503/389-3795 days; 382-0061, 382-3837, 382-8528.

AME MINI MOTOCROSS
Sprockets Park, Bakersfield, CA. AME license req. Post entry only, $9. Gate open 7 a.m., prac. 8, race 9. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-37 MOOSE RUN HARE & HOUND
Fremont Valley, Rand Open Area. Limed from Hwy. 14 & 395 in Calif. All classes welcome. Entry $12. Kids race Sunday. 29th Annual Moose Run by Four Aces MC. For info: Harold King, 213/845-2788 or 764-8761.

CRC/OTHG MOTOCROSS
Indian Dunes, Valencia, CA. Over The Hill Gang event. Bo Ingram, 714/846-6746.

CMC MOTOCROSS
Argyll Park, 11 mi. S Dixon, CA. Hwy. 113. All classes. Entry $10/Ex. $15 + $2 park fee. 100% Pro p.b., 30% brass. Gate closes Sat. nite 12:00 a.m. Gate open Sun. 6:30 a.m., sign up 7, prac. 7:30, race 8:30 a.m. 916/678-3592.

ERA MOTOCROSS
Eugene, OR. From Eugene out Hwy. 99 north to Hwy. 36, go thru Chesire, then left on Territorial Rd. Look for ERA sign on left of road. Sign up 9 a.m., prac. 11, race 12. Entry $5, Pro $10. 100% Pro p.b. Must be Racing Wheels member ($5). Gate: under 6 free, student thru 17 $2, Adult $3. 503/688-1274.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $7.50, $12.50 Pro. Memb. available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

February 23

AMA INDOOR SHORT TRACK
Evergreen Fairgrounds, Monroe, WA, NE of Seattle. Mini thru 500cc A & B classes. Trophies. Entry $5. Shoreline Lions Club, Bob Henry, 1105 — 180 St., S.W., Lynwood, WA 98036. 206/745-8030.

February 23-24-25

26th ANNUAL SAN DIEGO WORLD OF WHEELS
San Diego Community Concourse, San Diego, CA. Show hours: Fri. 5-11 p.m.; Sat. noon-11 p.m.; Sun. noon-11 p.m. Admission $4.25 adults, kids 6-11 $1.50; under 6 yrs. Free. Info: R.G. Canning Productions. 213/588-1934 or 587-5100.

February 24

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gate open 4:30 p.m., sign up 5:00, race 7:30 p.m. Entry $8, watch for $3. 80% Ex. p.b., 30% spts. Odyssey riders welcome. Call if weather doubtful. 415/634-3328, 415/634-1667.

February 25

CMC WINTER SERIES OF MX
Seattle Int'l Raceway, Kent, WA. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Pee-Wees $5, Amateurs $8, Pros $13. Watch for $3.50. 5 ft. trophies at end of series. Info: 206/631-1550.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only $8. Gates open 7 a.m., prac. 8, race 9 a.m. AME, PO Box 1421, Reseda. CA 91335. 213/881-5778. Minicycle Swap Meet same day.

MOTOCROSS
Helvetia Park, West Sacramento, CA. I-80 to Harbor Blvd., L 6 mi. to track, 2602 River Rd. All classes. Entry $10/Ex. $15 + $1. 100% Ex. p.b., 30% brass. Helvetia Inter'l MC, 153 Fleming Ave., Vallejo, CA 94590. $5000 rider med. ins. $5 yr. for membership. 707/552-0116, 916/371-0510.

AME MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only. $10 Sptsmn, $15 Pros. $1000 purse to Pros, 50% Spotsmn. brass. Gates open 7 a.m., prac. 8, race 9 a.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

KAWASAKI JIM WEINERT MX SERIES
Racing World, Trabuco Cyn., CA. MX Lesson with the Pro, Jim Weinert. Each class winner wins a private day of MX school with Weinert. Cash p.b. per moto & 30% trophy. Win a KX 125. For info 714/581-6400.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

AME MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b. 30% brass. Entry: Sptsmn. $8 mail, $10 post. Pros $12 mail, $15 post. $3 gate fee. Overnight camping ok. Gates open 7:00 a.m. 209/291-8793.

D-36 MOTOCROSS
Sears Point Raceway, Sonoma, CA. All classes, minis, OT & Vets. $3 watch. $10 Nov/Jr. $16 Ex. Gate open 6:30 a.m., prac. 7:30, race 9. 415/969-1682, 938-8448.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from Long Beach Naval Base, 1 blk E of Vincent Thomas Bridge. All classes. 33% brass. Entry $8, Pros $14, $2 gate fee. Prac. 7:30 a.m., race 9. 213/547-1818.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. — $7 mail, $10 post. Pro — $12 mail, $15 post. Gates open 7 a.m., prac. 8,, race 9. CMC license req'd. Mail to CMC, PO.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race).

March 2

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only, $8. Gates open 5 p.m., prac. 7, race 8 p.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only $8. Gates open 5 p.m., prac. 7, race 8 p.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMA INDOOR SHORT TRACK
Ever green Fairgrounds, Monroe, WA, NE of Seattle. Mini thru 500cc A & B classes. Trophies. Entry $5. Shoreline Lions Club, Bob Henry, 1105 — 180 St., S.W., Lynwood, WA 98036. 206/745-8030.

March 3

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

FREE CALENDAR LISTING

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

FEB. 11 — KAWASAKI JIM WEINERT MX SERIES — FEB. 25

RACING WORLD ESCAPE COUNTRY

GRIFFS™ Steve Stackable MX Pants

MX LESSON WITH THE PRO "JIM WEINERT"
each class winner — wins a private day of mx school with "WEINERT"
CUSTOM STEVE STACKABLE "GRIFFS LEATHERS"
CASH PAYBACK PER MOTO AND 30% TROPHY
No Membership Required

Special Classes for Women, Old Timers, & Minis (10 to make a class)

BE THE ONE

Gates open 7 am, practice 8 am, race 9 am

WIN THIS KX 125

Drawing Feb. 25

"Win this KX 125" all you have to do is visit your participating Dealer, fill out the entry form and bring it to Racing World with your Discount Coupon. See you at the Race

Kawasaki

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Brea Kawasaki — Brea — (714) 990-5701
Champion Kawsaki BMW — Costa Mesa — (714) 642-2311
Kawasaki Good Times — Orange — (714) 997-3171
Norm Reeves — Anaheim — (714) 778-6700
Southern Calif. Kawasaki — Orange — (714) 997-3780
Tri-City Cycle Center — Anaheim — (714) 821-4710

for info call 714-581-6400

AMERICAN MOTORCYCLE ASSOCIATION AME

Sanctioned
1st & 3rd Sundays
Sprockets Park
Post Entry Only
$9 Sportsman/$13 Pro
2nd & 4th SUNDAYS
Indian Dunes
$9 Sportsman/$13 Pro
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Membership Required
AME, P.O. Box 1421, Reseda, CA 91335
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SADDLEBACK SAT. MX

Motocross Every Saturday
Pros — 2-40 minute motos
Sportsmen — 2-30 minute motos
Info: 714-495-4771

CMMC
Barona Oaks
GNC Qualifier
Feb. 18, 1979

50cc to Open Class
(Ride the Astrodome)
Overnight Camping

From the North — 20 miles east of Escondido on Highway 78
From the South — 12½ miles north of Lakeside on Wildcat Canyon Rd.

Orange Co. 714-496-2568
San Diego Co. 714-448-7885

Will your bike finish?
Don't miss "Championship Enduro" — How to prepare your bike

WANT ADS

Help Wanted

DG mechanic needed
Salary, position for a mature & responsible person. Will assemble and race machines, and be involved with testing. 6 days a week. Racers need not apply. Send resume to D.G. PERFORMANCE SPECIALTIES, 1170 Van Horne Rd., Anaheim, CA 92806. Attn: Harry Klemm. (5)

$
If you are an experienced MOTORCYCLE or car SALESPERSON and like to make top $$$ with great company benefits. Join the team at one of the largest volume HONDA STORES — So. Cal — LONG BEACH HONDA. West or Roy (213) 423-1433. (6)

Parts person
Kaw./English exp. desired. Must be good on counter. Pay commens. w/ability. Solid future possible. COMPETITION MOTORS, 8300 S.W. Barbur Blvd., Portland, Oregon 97219. Phone (503) 245-3181. (5)

*****Kawasaki mechanic*****
J & S CYCLE CENTER, Waco, Texas. (817) 753-4942. (8)

Yamaha and Suzuki mechanic
3 years active new motorcycle dealer experience needed, must be neat and clean, willing to work, good salary plus commission. Send resume to: Danbury Yamaha, Inc., 87 Mil Plain Rd., Danbury, CT 06810. (5)

Colorado job opening
Experienced chain saw, small engine mechanic. Large motorcycle, chain saw dealership. UNCOMPAHGRE EQUIPMENT CO., P.O. Box 1645, Montrose, CO 81401. (303) 249-5783. (5)

Suzuki mechanic
Experienced preferred, modern air-conditioned service area, permanent year round position. Excellent benefits. Looking for man with high goals and positive attitude. Send resume to: TABERS CYCLE SALES, INC., 1320 Blackhawk Road, Moline, IL 61265. ATTN: Wayne Taber. (309) 762-2429. (8)

Motorcycle salesperson
Full-time, experience preferred. Many benefits. Contact HACIENDA HONDA, 507 N. Azusa Ave., La Puente, CA 91744. (213) 968-6461. (5)

Honda mechanic
At least 4 years experience, best wages. Call Ken (213) 391-6217. (7)

Honda partsperson
Experienced needed. Contact Ed (714) 983-0695 or (213) 331-7115. (6)

WANTED: Experienced Yamaha partsman. 5 day week. (213) 635-8058. (44/TFN)

Honda mechanic
Lots of work. Top pay and benefits — 5 days. (714) 531-0742. (42/TFN)

Salesperson
ALBA HONDA in Encinitas, California. Experience necessary. (714) 436-9771. (6)

Partsperson
Must have at least 3 yrs. experience, some with Harley Davidson. Contact Armando Magri, Sacramento, CA 95815 (916) 929-4680 (6)

Honda mechanic wanted
One of Southern California's largest Honda M/C dealers is looking for an exp. Honda mechanic. Commission, insurance, and profit-sharing. Guaranteed year round work. Contact Allen or Gary at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA 91761. (213) 331-7115 or (714) 983-0695. (45/TFN)

Speed shop mechanic
To work with northwest leading MX and accessories shop. Must be experienced in development of motocross racing. Paid vacations & holidays. Salary open. Send resume and work experience to CYCLE LAND, INC., 4303 N. Meridian St., Puyallup, Washington 98371. (8)

Auto Partsperson
Import experience with Honda car & cycle parts preferred. Great opportunity for right person. L.A.X. area. Contact Bill Paine (213) 649-2440 or (213) 776-7055. (3/TFN)

Parts position available
Opening available for parts and accessories dept. Assit. mgr., must have Har-Dav experience and be willing to learn Honda & Yamaha. Xlnt. company benefits. This is a golden opportunity for the right person. Send resume and salary requirements to LOS ANGELES HARLEY-DAVIDSON, 2531 S. Main St., Los Angeles, CA 90007. (TFN)

Career opportunity
With retail motorcycle accessory/sporting goods business. Sales experience required. Send resume of employment and biking history to: F.D.F., Box 518, Goleta, CA 93017. (5)

Service Manager/Mechanic
Mitch Mayes Lancaster Yamaha looking for qualified combination service mgr. and mechanic to run service dept. Excellent opportunity for aggressive person in high volume store. Located in beautiful high desert area. Ask for Ron or Mitch (805) 942-9624. (6)

Honda/Husqvarna partsman
Now accepting applications for experienced parts personnel. Call Lakewood Honda-Husqvarna, Bill Mallman (213) 860-1354. (5/TFN)

Sales Representative
Representatives wanted — sell world famous moped. Very competitive price, excellent commission. Contact: AMERICAN JAWA LTD., 185 Express Street, Plainview, NY 11803. (6)

Motorcycle mechanic
Yamaha experience preferred. Northwest's leading Yamaha dealership has opening for qualified journeyman mechanic. Excellent, fully-equipped Service Department. Send resume, work and salary history to Bruce Holland, c/o CYCLE CRAFT, INC., 752 So. 108th, Tacoma, Washington 98444. (6)

Business Opportunities

****Liquidation Sale****
ALL ITEMS in stock reduced to sell. Dealer Inquiries invited. Mail order available. VALERIAN'S TWO CYCLE CITY LTD., 10673 W. Pico Blvd., Los Angeles, CA 90064. (213) 475-4541. (7)

KAWASAKI, KTM, CAN-AM & VESPA dealership for sale. Located in a good location on the California Central Coast. Includes Franchises, stock, equipment, and value of intangibles. Call or write for information. CENTURY 21 WARTHEN REALTY, 297 Santa Rosa St., San Luis Obispo, California 93401. (805) 541-1922, ask for John. (5)

Husqvarna KTM SWM Store
In Northwest city of 350,000. Gross about ¼ million with good net to owner operated store. Includes more than $25,000 in parts alone, full price $45,000. Call for details (206) 892-3647. (5)

Motorcycle Shop
Motorcycle repair shop over $12000.00 in inventory, equipment. $6500.00. Must sell, serious inquiries only. c/o RAY ADAMS, Rt. 4, Box 479-N, Bakersfield, CA 93307. (5)

Very good business opportunity
Established in 1970. Husqvarna, KTM, Hercules, Montesa, Kawasaki. Year round business. Snow mobile & auto repair in winter months. May buy building or long term lease guaranteed. MOUNTAIN CYCLES, INC., Box 182, Crested Butte, CO 81224 or call (303) 349-5395 or (303) 641-2772. (15)

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Start an exciting career as a...

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

YAMAHA TT 500, CJ frame, Betor forks, Works shocks, many extras. $1,800.00 — to see it — is to want it. (714) 744-0522 after 5. (5)

Cheap Maico
1976 AW, excellent condition, one owner, $575.00. (213) 445-7696. (5)

'79 Yamaha YZ 250 F
Ridden 3 times, $1450.00. Also '78 YZ 250, xlnt. cond., $1100.00 or best. (714) 270-9577. (6)

YZ 250 D Yamaha
Ported and matched, Bassett pipe w/alum. silencer, White Bros. shock w/reservoir, bigger carb. $800. Dave (714) 595-3551. (5)

1978, 750 Suzuki
Engine. Only 2800 miles. Call Ray for info. (714) 427-1849. (5)

Motocross racers
Wanna learn why Hannah, Lackey, Mikkola, and DeCoster go so fast? For complete factory plans send $2.00 to JV RACING, 7734 Marty, Overland Park, Kansas 66204. (5)

1977 Suzuki RM370
Ridden little, like new, sacrifice $850. (805) 259-8504. (5)

77 XR75
Mint cond. $400. Ask for Chuck. (213) 421-0152 (5)

Daytona Superbike racers
Will your brake pads last 100 miles without fade? Fast stops, long wear with FER0D0 disc pads. Performance Research Organization, P.O. Box 445, Grafton, MA 01519. 617/839-6342. Or see us at Daytona in the tan Ford van (5)

Fresh XR750 Harley-Davidson
1978 frame, 75 motor, everything fresh and updated. $5,000. Also, 1977 TT500 Yamaha, new condition, $700. After 7 p.m., 801/571-4052. (5)

** '79 Honda CR 250 R **
Must sell, 2 mos. old, xlnt. cond. New Metzelers, $1450 or best. Call after 5 p.m. (714) 599-8582. (5)

Quack! Quack!
Warning: The Sierra Club has determined hiking may be hazardous to your health — ride a motorcycle!
Son of Desert Duck (5)

'76 RM125A parts, make offer. (213) 532-9631 days, (213) 636-3661 eves, Kim. (5)

YZ 250 E racebike
Race prepared w/White Bros. shock w/reservoir, fork kit w/factory springs, alum. silencer, 17 inch rear wheel, gold F. rim w/Metzeler, faster than F. $1200. (714) 595-3551. (5)

78 TZ750E
Ridden by #42 Steve Morehead. Parts kit & extra set of cases. Built and tuned by Bud Aksland. Ready to go. $8,500. 614/888-8720 or 614/889-1435 nights. (5)

YZ250E engine
Still in crate, with carb. 217/324-3626. (5)

78 RM250 C1
Great condition, extra gears, Fox shocks available. Ask for Stuart. Days (213) 394-9991; eves (213) 552-2371 (5)

Digital enduro clock, like new, $55, after 5, (213) 965-5200 (5)

390 Husky
1977 Husky, sun rims, K & N air filter, $1400.00 or offer. (213) 424-1179 (5)

1974 Smuggler
18 ft. fully self-contained, sleeps 6, carries 4 bikes. 50 gal. water tank. 2 new batteries. 714/993-7546 or 209/784-5034 (5)

360 Husky WR
Curnutt shocks, Mikuni carb. Auto front end. Back injury forces sale. (213) 968-1253. (5)

Sun Rim 18 x 4.5 fits Yamaha 1974 & before. Like new $25.00 (213) 764-4043 (5)

78 Hodaka SL250
Excellent condition, good street and enduro bike. Less than 800 mi. $750. Call 714-684-3267 (6)

76 Yamaha DT 125 enduro
Like new. 500 miles. Never raced. Elec. start. $550. (714) 838-2748 weekdays after 8 p.m. Weekend anytime. (5)

1977½ KTM 175 MC5
Skid plate, Curnutts, wheel clinic wheels, new tire, super nice $850. Jeff (213) 325-5360 (5)

77 Maico 250. Good condition, ported stock bars, seldom ridden. $750 or offer. (805) 255-8594 (5)

Fox airshox
15⅛ Air shocks, good shape, must sell. $180. (206) 352-1200 (5)

Sidecar MX Honda Wasp
complete motorcycle, Wasp still in crate $1550 (213) 962-8355 (6)

XR 75 Honda 1977
Clean — never raced $345. (714) 646-4924

Nitrous oxide injection
Horsepower in a bottle. Safe and reliable. For information write or call H.P. International, 8721 Garden Grove Blvd., Garden Grove, CA 92644, (714) 537-6033 (6)

Super TT500 Yamaha, Dick Mann chassis, magnesium Cerriani forks, bored & stocked to 630cc, Carillo rod, fast but dependable. $2000. Triumph Trackmaster TT & ½ mile chassis — RR Cerrianis, disc brake, Barnes wheels, complete, less motor $900. 17" Yamaha 400 or TT500 rear wheel with Metzeler — $100. Call Walt Foster (714) 244-8235 (6)

Wanted
One AMA Pro rider to ride 250 Nationals with same, share expenses. I have van & trailer. Call Bill Boyer 213/545-4314. (5)

FOR SALE: 59 Chevy pick-up, completely restored. Excellent condition. Bill or Rob 213/545-4314. After 3 p.m. (5)

'77 Bultaco 370 Frontera, well maintained, $900.00 or trade for late 60's Chevy van. '75 250 Penton, very clean, many spare parts. $650.00. '71 Kawasaki A1, $250. (213) 863-7368 (5)

'77 PE 250 Suz. CR250R forks
Excellent condition, 1,200 miles, P.P. front and rear, xtra set of forks with air caps, green sticker, $875. More. Ask for Ed (213) 455-2122. (5)

'78 Can-Am 250
Excellent condition, Fox Shox, Work's forks, barely ridden, must see. $995.00. (213) 254-4952. (5)

'78 RM125C
Excellent cond., Gunnar Gasser, Metzelers, Phase II, 520 chain, very reliable. $650.00. (213) 832-9862. (5)

New '79 TZ250F
Roadracer with parts kits. (415) 798-2212. (8)

YZ125C. SCALED DOWN — Sun rims (14 and 17), suspension modifications. Hodaka minus engine — both rebuilt with many extras. $525 and $125 or best offers. (213) 941-5730. (5)

CHAMPION YAMAHA 750. Complete Shell kit, Barnes, Ceriani, Ascot proven! $1500. (714) 420-9248. (5)

'78 Maico Magnum 400
Good condition, new tires & bottom end, Fox Shox — asking $1295.00. (213) 728-6039. (5)

'75 KTM 400
Excellent condition. In storage for over a year. Runs and looks great, $550.00. (213) 360-6868. (5)

Broke leg, must sell cheap
Gary Ogden's '77 FMF Suzuki National bike. Super clean, new '78, 402cc motor, super trick. $800.00/offer. More information (714) 635-3443 Mike. (5)

TZ250D
Mack pipes, cylinder, new Goodyears, $2500.00 — Mike Bridgett 1-(800) 325-4144. (5)

1978½ RM-250C2
Hardly ridden, excellent cond., asking $1000.00. And also have Electro helmet, JT unleathers, and Hi-Point boots. Also CB-750 78" parts. After 5:00 p.m. call Jesse (213) 912-3105. (5)

Redline XL250
Trick XL250 engine on Redline frame, S&W shocks, Betor forks, Vesco tank, Maguras, K&N filter, $700.00. After 5 p.m. (714) 822-7597. (5)

'77 Bultaco Sherpa T
350cc, very good cond., xtras, $800. (213) 379-4013. (5)

Champion RM250
Excellent condition, many extras, will deliver. $950.00. (406) 443-0679. (5)

ROAD RACER TZ 750 E, $7500.00. Call Mike Cone (214) 893-1402 or (214) 893-1384. (7)

'78 Maico 250 Magnum
17½ Fox Shox, Thor aluminum swingarm, Yamaha front wheel, A.S.I. 12" travel forks, Sun rims, 37mm flowed Mikuni, new Metzelers F & R, Plus! Extra tank, F& R wheels, Bing carb, stock swingarm, shocks & more! A steal at $1,200. (714) 753-3213 eve. (6)

'76 RM370
38mm carb, ported, FMF pipe, new top end, Twin Air filter, titanium axle, very clean!! Owned by professional mechanic, $695. (213) 796-0771. (5)

'78 RM 125 Suzuki
Stock, very good condition, $750.00. (714) 998-2999. (5)

1978 KAW KZ650. ALL PAINTED parts — orange — $100. Seat $10. White Vetter fairing, $125. Travel trunk, $25. (714) 839-1495. (5)

WANTED Yam. or Suz. 250 or 400 motor. (213) 596-3691. (5)

DODGE VAN, '71 Royal Sportsman, air, PB, AM/FM, casette stereo, custom seats, and paint. (213) 545-3326. $3,000. (5)

Maico 1976, 250cc
New lwr. end, rebuilt trans., Works Performance shocks. Looks & runs like new, excellent M/X bike for beginner. $600.00. (714) 964-1943. (5)

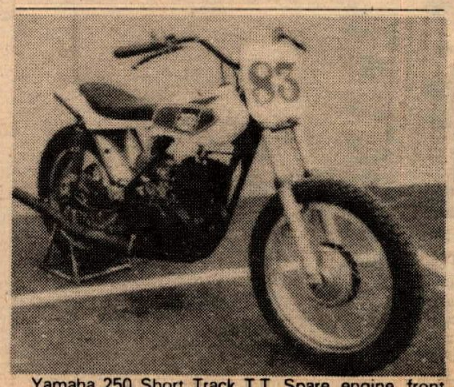
WANTED: Printed parts book for Honda S-90, 1965, early model. Dave Puissegur, 2222 So. 17th St. Apt. 302, Grand Forks, ND 58201. (5)

'78 RM 125, little used, Old Timer's bike, big piston, $750. (714) 522-8087. (8)

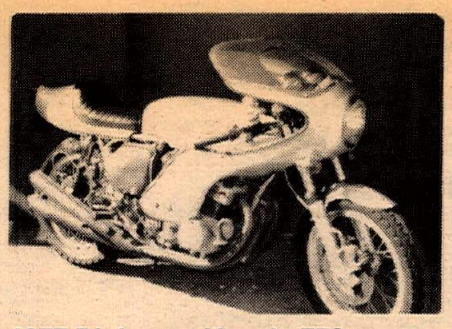
Flat Track sponsor needed
Promising young rider, outstanding first year — needs help; financial or mechanical. Evenings (714) 998-2999. (5)

Want Lester or Morris Mags
For FS750 Suzuki. Also, Tracy fiberglass body, custom & speed equipment, rear sets, and oil cooler wanted. (814) 763-3190. (5)

One of a kind
Wankel engined BMW is looking for a good guardian. 1969 frame & trans, and 1972 303cc Sachs engine have low mileage. Serious offers only, call 213-439-9566. (TFN)



Yamaha 250 Short Track T.T. Spare engine, front spool, etc. Days (714) 770-6701; eves (714) 581-9967 (5)



1977 Rickman-Honda 750cc
4,000 miles, Rickman frame & fairing, Lockheed disc brakes, front & rear, oil cooler, electric clock & oil gauge. Excellent condition, must be seen to be appreciated. $4500 invested, asking $3100.00. Call (213) 284-3238. (6)

XR75 1976, $250 (213) 352-5671
(5)

Sidehacking
Let's go sidehack racing. Information: Write Sidehack Assn., P.O. Box 8022, Van Nuys, CA 91409. (213) 896-3336. (EOI/5/7)

'76 KAWASAKI KZ 900 + Denco pipe, extra LTD tank, 6M mi., mint, $1600. RICKMAN TRIUMPH 500 pre unit Twin, looks and runs great, $500. Weeknights (213) 847-5997. (5)

'78 YAMAHA 750cc TRIPLE eng. Like new engine C/P out of XS750 SE. Perfect shape — papers — out of wreck. Best offer. 1-(714) 429-7212. (5)

100's MC wants new members
We're an active family desert club. Beginner thru Expert. Beginners very welcome. Come meet us. (714) 985-1567. (6)

'78 YZ 400
Ridden 3 times, 12 inches front & rear & extras. Call after 6 (213) 967-4916. (5)

Hercules GS 175 seven speed
'76 and '77. Both race ready, complete with lights and V.D.O. Speedo. Must sell. Cost $1400.00 new. '76, $600.00. '77, $800.00. Call after 5:00 (213) 696-0489. (5)

'73 Husky 400
Like new, less than 300 mi., never raced. Mikuni carb, desert tank, extras, $695. (213) 378-1861. (7)

YAMAICO/NEW 1978 Maico WR chassis set up to bolt your TT 500 engine. Complete with pipe, oil tank, etc. $1895.00. DMG MAICO, 1505 South Pacific Ave., San Pedro, CA 90731. (213) 832-6844 or (213) 833-1301. (5)

NOW AVAILABLE, QUALITY, metal license frames, $2.95 ea. or $5.50/pr. or 3 for $7.50. Please enclose $1.00 for shipping. Send check or money order to: B&R CYCLE SUPPLY, 6470 E. 22nd St., Tucson, Arizona 85710. (602) 790-0594. (49)

'75 YZ80B
Good condition, fast, $275 or/best. '78 YZ250E, $1195. (714) 892-8841. (5)

Trick Rickman Cafe racer
'76 Honda 750K, only 6000 miles. Nickel plated chrome moly frame, Lockheed dual discs, full fairing, road racing forks and more. Over $5000.00 invested — $2000.00 or best offer. (714) 658-2416. (5)

Jawa motors
Complete Neil Street engine, $900.00. Fresh two valve Jawas, complete engine, some spares, $425.00. (213) 397-6118. (5)

Carry: Water, gas, oil, etc.

Enduro-Jug 1 qt. canteen
The Enduro-Jug is race proven. It mounts firmly to crossbrace by a special bracket. Used for: Desert racing, enduros, or family riding. Colors: I.T. blue, Suzuki yellow, Honda-Maico red. VISIT YOUR LOCAL DEALER; if they don't stock them yet, send $9.99 + $1.50 shipping & handling to: Tumbleweed Enterprise, P.O. Box 3607, Torrance, CA 90510. Dealer info available. (213) 378-5530. (EOI/1/TFN)

****Liquidation Sale****
ALL ITEMS in stock reduced to sell. Dealer Inquiries invited. Mail order available. VALERIAN'S TWO CYCLE CITY LTD., 10673 W. Pico Blvd., Los Angeles, CA 90064. (213) 475-4541. (7)

Jawa — CZ
Street motocross and speedway machines. Bertus Motorcycles, 1340 N. Hacienda Blvd., La Puente, CA 91744. (5/TFN)

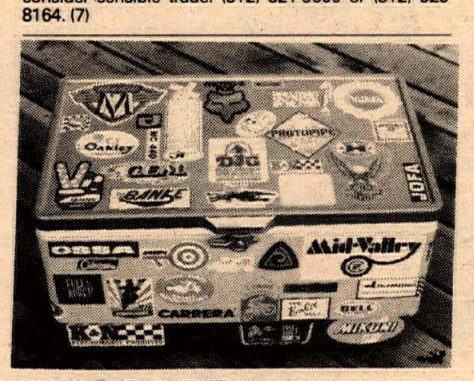
2 Hodakas and 1 Honda
XR75cc Honda — 1977 mint, $395. 125cc Hodaka 1973 street or dirt, $195. 90cc Hodaka 1972 dirt only, $125 or offer. (714) 630-4544. (5)

English parts
Triumph, Norton, BSA, assorted all for $500. (213) 390-8595 (5)

1963 Matchless
650cc Twin, excellent condition, $850. For color photo/specifications write: J.C. Souder, Jr., Box 96, Charlottesville, VA 22902. (804) 296-7191. (5)

Daytona Motorcycle Swapmeet
Sat., March 10, dealers pay your way to Daytona. 20,000 flyers printed. For more info write: SWAPMEET, 4120 — 40th St., Brentwood, MD 20031. (301) 864-1515. (5)

Be prepared for 1979 RR season
With this liquid cooled Seeley Suzuki 750, over $10,000 invested, a machine for the serious road racer only. Speed in excess of 167 mph. $2,500 or will consider sensible trade. (312) 321-9600 or (312) 929-8164. (7)



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Hot, "Professional" stickers!!! Random assortment, 25¢ a piece...FREE shipping. Hundreds available. FREE brochure!! Write, call today. KRAUSE RACING, Sticker Division, 305 E. North, Northlake, IL 60164. (312) 344-2233. (7)

***** 78 RM 125C *****
XInt cond. Heavy duty rims & spokes, 520 chain kit, Moto-tec ignition, cut pipe, very fast, new piston & rings, side panels, shocks. Perfect shape. Must sell!!! $725 or best offer!! (213) 469-8731 (5)

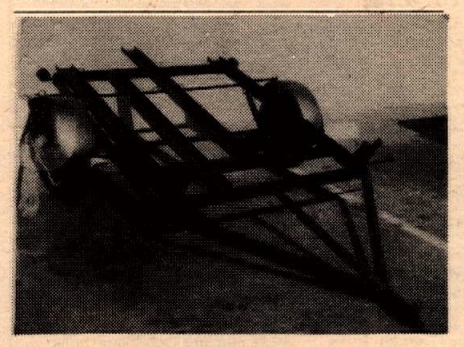
CZ Specialist
Service, parts new & used. Fast UPS. SUZUKI OF POMONA (714) 623-4431. (7)

3 BEDROOM CONDO. 2 car garage, swimming pool — tennis court, $410.00/per month. Barbara Taylor (213) 866-7138. (4/TFN)

Reward !
For info on return of stolen Jawa Speedway bike. Engine No. 11784, frame No. 10167. (714) 994-3205. (5)

Lost cat
Black, white-collar. Trona Road/Charlie's Place area. (213) 360-3421. (5)

NEW 1978 MAICO 400 WR engine complete with C.D.I. carb. and up-pipe, $595.00. DMG MAICO, 1505 South Pacific Ave., San Pedro, CA 90731. (213) 832-6844 or (213) 833-1301. (5)



Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 630-3799 or (213) 861-7721. (1/TFN)

Road racer
TZ-250, 350, 375. Many, many spares. (415) 234-5822 evenings. (7)

Malcolm Smith has Metzelers
The only cure is to have your dealers buy them! All models in stock. (6)

Dick Mann Specialties
Road race, Class "C", Enduro, MX frames for large 4 stroke singles — Yamaha, Suzuki, Honda XR. Tested hop up kits for engines. Please call (415) 234-6556. (5)

Speedway J.A.P.
Completely rebuilt, chromed frame. Race ready, some spares. Phone (415) 933-3699 after 6:00 p.m. $700.00 or best offer. (5)

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Join a growing company
Territories open for sales represenatatives throughout the U.S. Must be experienced. Service background preferred. Excellent prospects for suitable applicants.
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Precision cylinder remanufacturing. Better than stock. Alloy liner installed in your wasted barrel; bored, honed, ports matched & glass beaded - $95. Pro-stage porting $50 with liner.
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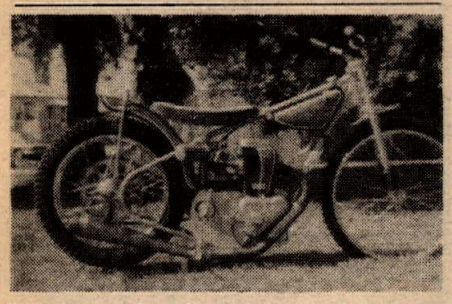

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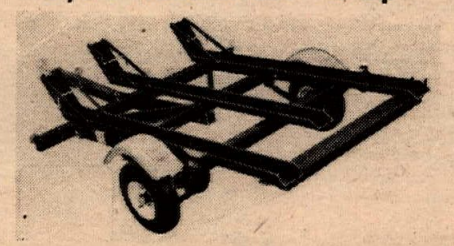

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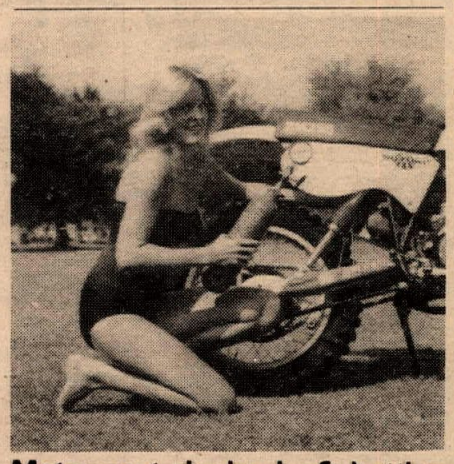

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ADVERTISER INDEX

AME ..... Cal
Airco Sheet Metal 31
Answer Products 29
Apache Ltd. 29
Bay Area Bultaco 17
Bellflower Motorcycle Shop . 33
Bel Ray 5
British Spares, Ltd. 31
Burbank Yamaha 31
CMMC ..... Cal
CRC ..... Cal
Cal Mart Plating 31
Can-Am 15
Canoga Park Suzuki 28
Competition Service Cycles WA
Corona Raceway ..... Cal
Curnutt Shocks 30
Custom Craft Perf. Spec. ... WA
Cycle Mart 23
Cycle News Sub Info 48
Cycle Rider Stores 23
DMG 17
Daido Corp. ..... 17 & 33
DeAnza Cycle Park ..... Cal
Dirt Diggers North M.C. ..... Cal
Dirt Magnet, Inc. 28
District 37 ..... Cal
Donelson Cycles ..... WA
Elsinore Raceway ..... Cal
Grand Nat'l. Championship .. Cal
Hi Point 31
Jim Hunter MC Repair ..... WA
Indian Dunes ..... Cal
KOA Castaic Lake ..... Cal
Kawasaki Motors ..... 24 & 25
Lakewood Honda 30
Lectron Products 29
M/C Tire Corp. 23
M.O.R.E. ..... Cal
Ken Maely Ent. 17
Maico Motorcycles 17
Malcolm Smith M.C. ..... WA
Mammoth Motocross ..... Cal
Moto-X Fox 33
Motorcycle Swap Meet 28
National Minicycle Assoc. ... Cal
O'Brien Flowmetrics ..... WA
Othman Distributing 17
Pacific Coast Sportcycles 23
Perris Raceway ..... Cal
Pomona Valley Kawasaki 23
Progressive Products 33
Racing World ..... Cal
Saddleback Park ..... Cal
Saddleback Saturday MX ... Cal
Saddleback Suzuki 29
Scott U.S.A. 3
Shirt Jazz 30
Speedway Promotions 5
Stadium Motorsports ..... Cal
Sun Metal Rims 30
Suzuki of Somerville ..... WA
Suzuki of Van Nuys 33
T & O Yamaha 28
Sammy Tanner Distributing .. 31
Terrycable ..... 17 & 30
Tibblin Racing Products 23
Track 'n Travel 23
Triumph ..... WA
U.S. Cycle Products 29
U.S. Suzuki Motor Corp. ..... 10, 11, 18 & 19
Van Leeuwen Ent. 23
Viva Dist. 23
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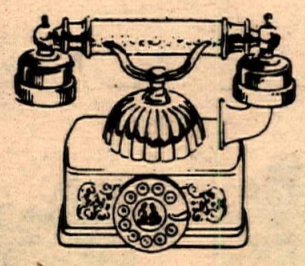

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of Parks and Recreation expenditures: $4,880 for a 20-acre addition to Ocotillo Wells SVRA, $229,220 for erosion control at Hollister Hills SVRA, and $13,500 for topographic mapping of areas for OHV use at Lake Oroville State Recreation area in Butte County. However, 242 acres were deleted from the Hungry Valley OHV Park because that land is being acquired by the Department of Water Resources.

An AMA survey, done as part of an AMA report to the BLM about the southern California desert planning process, reveals that the United States economy loses $22.5 million a year due to off-road motorcyclists' travels to Mexico to find off-road riding opportunities.

How can your motorcycle club make a few bucks? Ask Bill Spencer of the Six Pence M.C. in Puyallup, WA. They bought a hall, ran Bingo games and earned enough to make a $10,000 donation to the local Hemophilia Fund, $250 to the ISDT Fund, another $250 to the Rusty Bradley Memorial Scholarship Fund and $50 to the AMA Legislative Fund. Bill says they wanted to give more to the Legislative Fund, but the State of Washington wouldn't allow them to do so. The state termed it a "political donation." They're looking for new charities, now.

CRC's Dunestown Grand Prix has been scheduled to take place at Indian Dunes in Valencia, CA on May 6. CRC will be using the same track as last year with the addition of hills in the out-back to cut down on the dust problem. You better keep the whole weekend open, there's a chance that it could turn into a two-day event.

Kudos to *Arizona*, the Sunday supplement to the *Arizona Republic* for their fine article on sidehack racing in their Jan. 28 issue. A color photo of a hack graced the front cover as well.

The 14-event 1979 AMA/Toyota Supercross Series is expected to draw over 500,000 spectators while offering close to $500,000 in prize money, according to a press release from Seattle's Yamaha Gold Cup Supercross public relations agency.

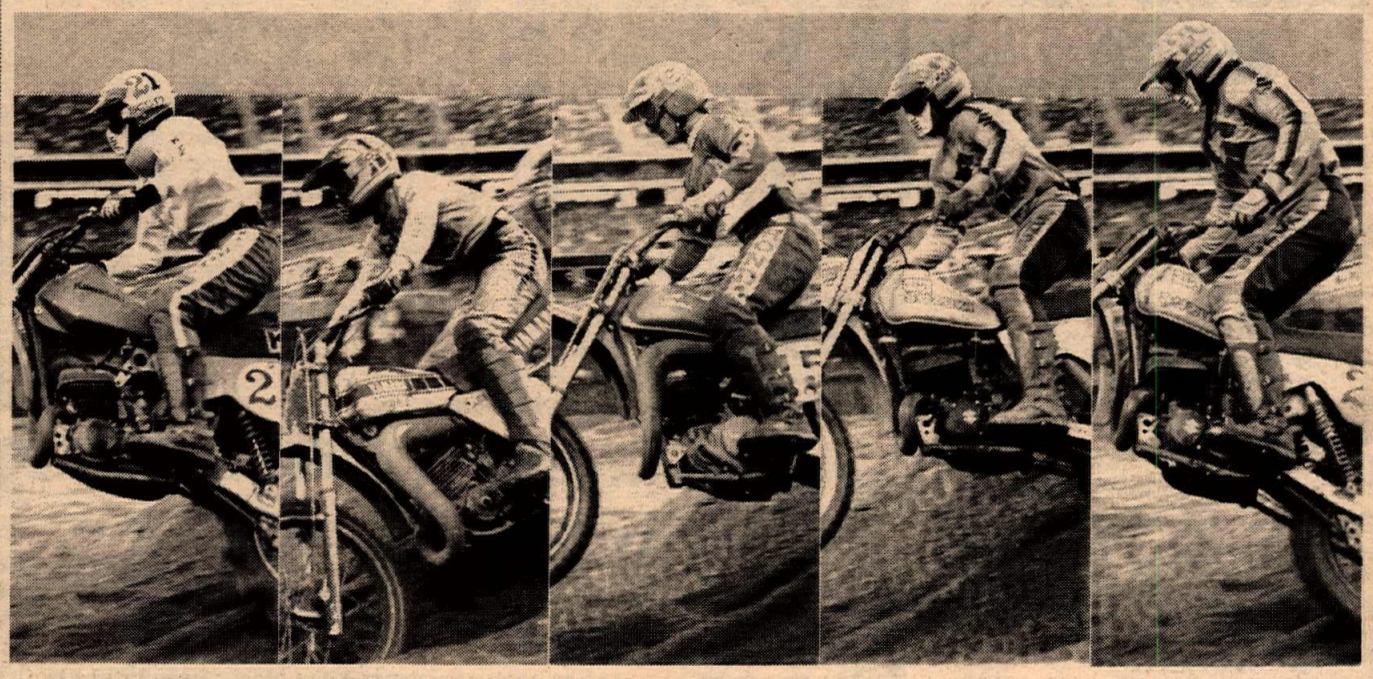
Mike Bast has contracted to ride Santa Ana Speedway Saturday nights starting March 3 through Aug. 25. Promoter Louis Kossuth has signed a three year contract for the use of stadium's facilities, not three months as stated in last week's issue.

A Kawasaki monoshocker? Rumors have Brad Lackey riding one in the '79 500cc World Championship MX Series.

Bel-Ray Oil will sponsor the 500cc USGP at Carlsbad and the 250cc USGP at Unadilla this year. Those dates are June 10 and July 29, respectively.

Overheard in the pits following the Oakland Supercross: "Hey, Greek. When are you going to write a Ride Like The Jammer series?" Jimmy "The Greek" Gianatsis and Jammin' Jimmy Weinert have no deep love for each other and the inquiry brought a frown and then a grin from the author of "Riding With The Hurricane," which appeared in *Cycle News* and is now available as part of *The Moto-X Fox Guide To Preparing The YZ And IT Yamaha For Competition*, which Gianatsis put together. ●

Scott Team Wins It All at Oakland Supercross!



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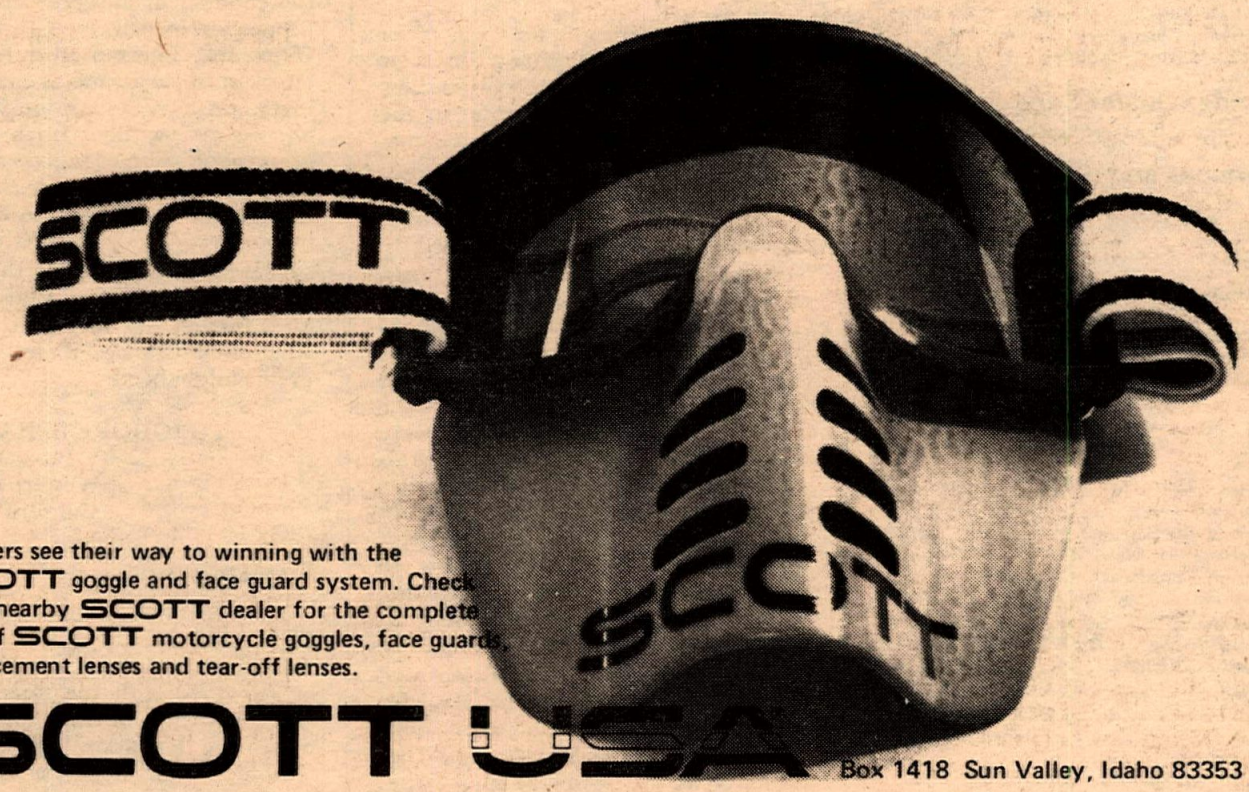
Team Kawasaki
1st Overall

Bob Hannah
Team Yamaha
2nd Overall

Steve Wise
Team Honda
3rd Overall

Kent Howerton
Team Suzuki
4th Overall

Darrell Shultz
Team Suzuki
5th Overall



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Other organizational affiliation _____ **Type of club** _____

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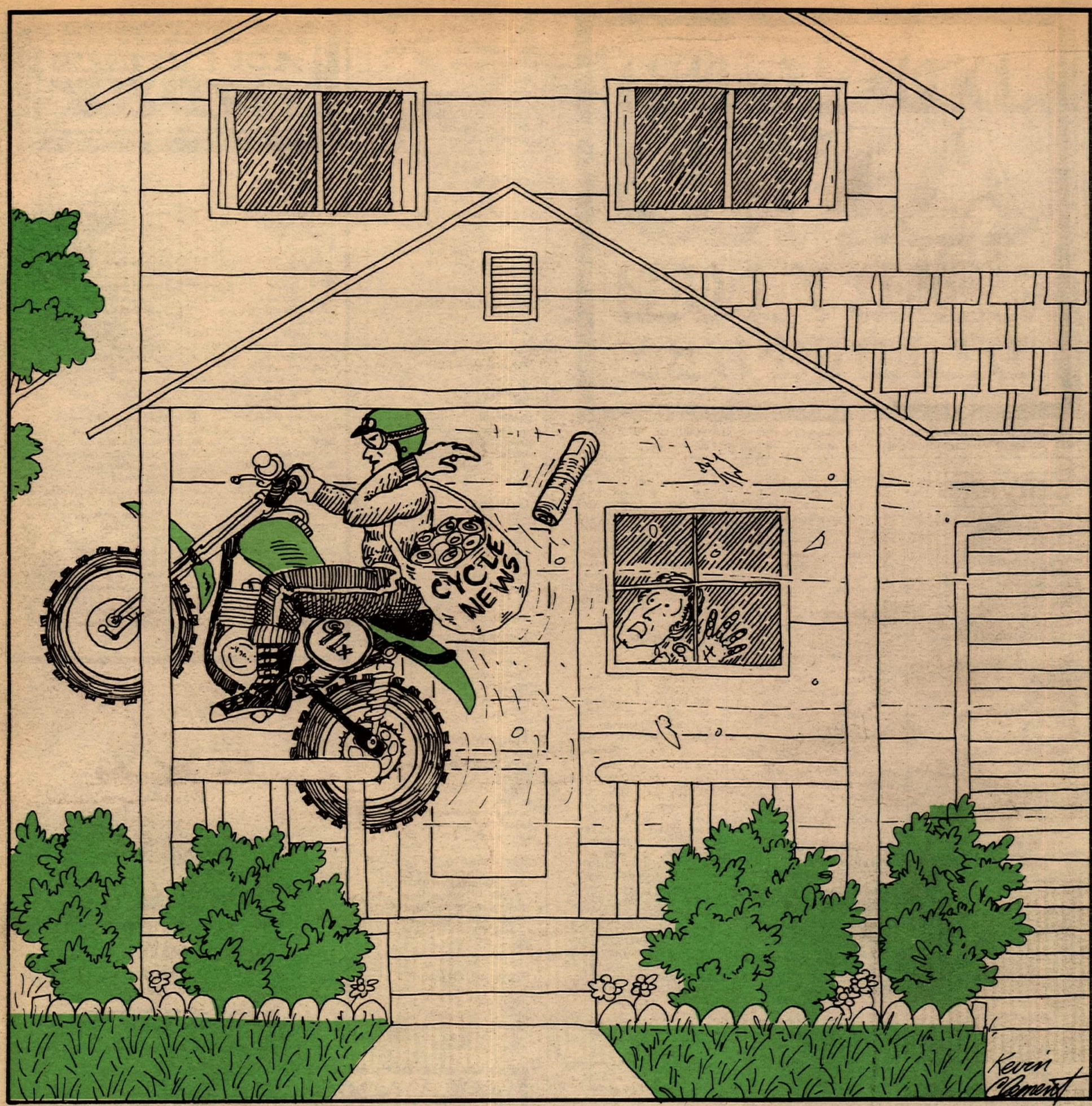

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ON THE FRONT PAGE: It's either a close encounter of the third kind or the ceiling of the Hoston Astrodome and a close encounter of the first round on the '79 Winston Pro Series. Photo by Charles Morey.

INSIDE

TT: Mickey Fay steals the show for Honda at Houston Astrodome . . . 6
SHORT TRACK: Boody upsets Eklund at Houston: Randy Goss new AMA/Winston Pro Series points leader after two . . . 8
POLITRICKS: Claybrook wants your head. Are you going to let her take it? . . . 12
CHAMPIONSHIP ENDURO: This week it's "Getting in Shape" . . . 15
MOTOCROSS: Ward, Shultz and Staten take Sacto round of CMC Golden State/Suzuki Series . . . 20
DESERT: Roeseler slides to Cactus Cats snow scrams win: Kyger goes the distance at Moapa-to-Vegas run . . . 22
WESTERN HOTLINE: Pros turn local for the weekend . . . 26
NORTHERN DATELINE: Jacobson, Myers and Marshall are big names in the news from up north . . . 34
RESULTS: CRC final Desert point standings for 1978 . . . 39
CALENDAR: The best in the west and we do it all for you . . . 40
WANT ADS: Different strokes for different folks . . . 44

VOICES

60 Minutes meets the Horney Toads

It may be interesting for *Cycle News* to be aware of the fact that a film crew for the CBS *60 Minutes* television show has been spending some time in the desert in preparation for the upcoming segment on the Bureau of Land Management and its desert policies.

On Jan. 13, 1979, the Horney Toads Club was interviewed and filmed in Sambo's parking lot on Highway 14 and also while caravanning on Highway 14 to the Bobcat Enduro. As we understand it from the film crew, they were attempting to show the family aspect of motorcycling in the desert; and, fortunately, they were able to get on film 20 or so of our kids around their bikes in the parking lot. They informed us that they had spent the weekend in the desert at a recent Viewfinders' race and were able to catch on film the people participating in that event, which included all different ages, sizes, and occupations.

The *60 Minutes* film crew informed us that the segment would be ready for broadcast some time between mid-February and mid-March; and they promised to try to let us know what date the program will be aired. When we receive this information, we will advise *Cycle News* so that you can let your readers know in advance.

It was our impression that *60 Minutes* was going after the BLM.

JAMES M. WOLPERT
Secretary-Treasurer,
The Horney Toads
Burbank, CA

Cal City closures

Please be advised that on Jan. 15, 1979 we received a letter from an attorney advising us that legal action will probably be brought against our company due to a vehicular accident resulting in a fatality on Nov. 25, 1978 during the California National Road Championship. This event was being sponsored by the American Motor Sports Association.

It is rather obvious that our corporation cannot expose itself to such law suits even though we are only offering a right of ingress and egress to our property.

Accordingly, we are, effective immediately, denying permission for the conduct of any type of racing on properties owned by Great Western Cities, Inc. This moratorium will be in effect until such time as this matter is investigated to determine whether or not we can, without further liability, grant permission of ingress and egress. We will not, during this time, honor requests for permission to hold events on our property.

It is my understanding that the City of California City may also be sued and further, is investigating under what circumstances, if any, that future events might occur.

THEODORE B. HABERMAN
Project Manager,
Great Western Cities, Inc.
California City, CA

Post hole logic

I suspect NHTSA director Joan Claybrook and CALTRANS director Adrianna Gianturco were appointed by two men with the same thought: "I'll keep the women's libbers happy by putting this turkey female in charge of some department she can't screw up, like highway safety."

Ironically, both men chose women who represent the archtypical scatter-brained, illogical female. They put up reasonable fronts, but their rational facades cover disorderly heaps of faulty logic.

Ms. Gianturco's preposterous diamond lane project, which created exclusive lanes for buses and cars with three or more persons, resulted in chaos on the Santa Monica freeway. Before its ignominious defeat, this project proved we are not ants, and three or more persons rarely have the same destination at the same time.

Now Ms. Claybrook tells us (in a *Road Rider* magazine interview) six riders on six motorcycles use more gas than six riders in one car with the same destination; therefore motorcycles are not energy-efficient and should be eliminated.

By trying to use people as ciphers in arithmetic puzzles, Ms. Gianturco and Ms. Claybrook come up with premises and conclusions reminiscent of the Army Sergeant's Paradox, which goes like this:

(1) A = P x 10 x M
(2) B = 10 x P x M
(3) Therefore, A = B

According to basic arithmetic, a series of multipliers have the same result regardless of the order in which they are multiplied, and two quantities each equal to a third quantity are equal to each other. As long as we stick to abstract arithmetical conclusions, these rules are valid; but when applied to people, they are not necessarily so. For example, translate the above abstract premises and conclusion into reality by substituting the following concrete forms:

P = one Private
M = one minute
A & B = post holes

You now have the Army Sergeant's Paradox, which states: If one private can dig a post hole in 10 minutes, 10 privates can dig a post hole in one minute. We see this is true only in the abstract. In real life, it can't be done.

The idea of putting 10 shovels in the same hole at the same time is as abstractedly sound and as concretely absurd as putting six motorcyclists in the same car going to the same place. It is almost as idiotic as putting two scatterbrained, illogical females in charge of state and national highway safety.

WINSTON BEAUMONT
Wrightwood, CA

Does your mother know you wrote this letter, Winston?... Editor.

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THE NATIONAL PAPERS

Riders come and go over the seasons and lately, with the riders getting an earlier start in the pro ranks, they should stay around longer.

But the spotlight is usually on the rider and not on other individuals, or groups that have something to do with the race.

Now an official is hanging up the striped shirt after 20 years of putting races together, seeing that they were run off, and then doing all the things such as rider payoffs, points, etc., after the engines were turned off and the fans had gone home.

The official who will no longer be around came into the ranks as just a guy who liked motorcycles, rode them as a teenager, won a few trophies in field meets and scrambles, but never had the urge to race as a Pro or for money.

Most of his early years as an official were spent behind the scenes like so many others. Sign-ups, recording time trials, setting up heat races, lap checking and helping to make the purse payoffs. In other words, he was not very visible and seldom if ever in the limelight for either good or bad.

A little over 10 years ago he moved up to district referee and when the first regional referee positions were created, he was immediately asked to

be one, but he turned it down.

Later he did accept one of the three regional spots and went on to be voted "Referee of the Year" three straight times. The votes could only be cast by the Pro riders themselves.

The award finally became so automatic and such a foregone conclusion to this man that the AMA quietly dropped it and no other award ever replaced it.

Over the past two decades, without a doubt, this official has been involved in more professional races than any other person. Many times a single season would find him as part of more than 40 events, National and non-National.

I think the thing that sticks out most in my mind is that this person was the type of official that the mold should be. Few if any major problems happened, races were run off on time and in a professional manner, and most of all, he earned respect from the riders that the decisions would be best for all concerned.

Year in and year out problems follow certain officials and yet others, a few, run off event after event with no major controversial decisions. Who but a race referee has more decisions to make in a limited amount of time?

Racing is a sport of ballyhoo and promotion. A sport of fanfare, applause, ego and both raw and refined talent.

It's a sport like most others where the fans like to boo and yell at the officials, but seldom do the same to a contestant, no matter what the infraction may be.

This man probably got his share, especially during the last 10 years when he was the chief official. I can think of several occasions where a rider put up a squawk and the fans roared. But I can not think of a single time when the rider did not come up later and agree, or at least accept the decisions. That's called good leadership, I think.

This now-retired official has been the referee of at least four events that either decided or had a profound impact on who would win the Grand National title. Again, no problems.

But like a racer, there comes a time in each official's life when the newness, the fun, the thrill and most of all, the challenge, is gone. God knows, no official is in the race game for the money.

When it's all gone, or at least most of it, it's time to look in other directions. We all do at some time along the way.

So the guy that has done it all in the official's booth and in the infield called it quits after the final National in 1978. He never told any of us he was going to so we could call on the crowd to come forth with a well deserved ovation.

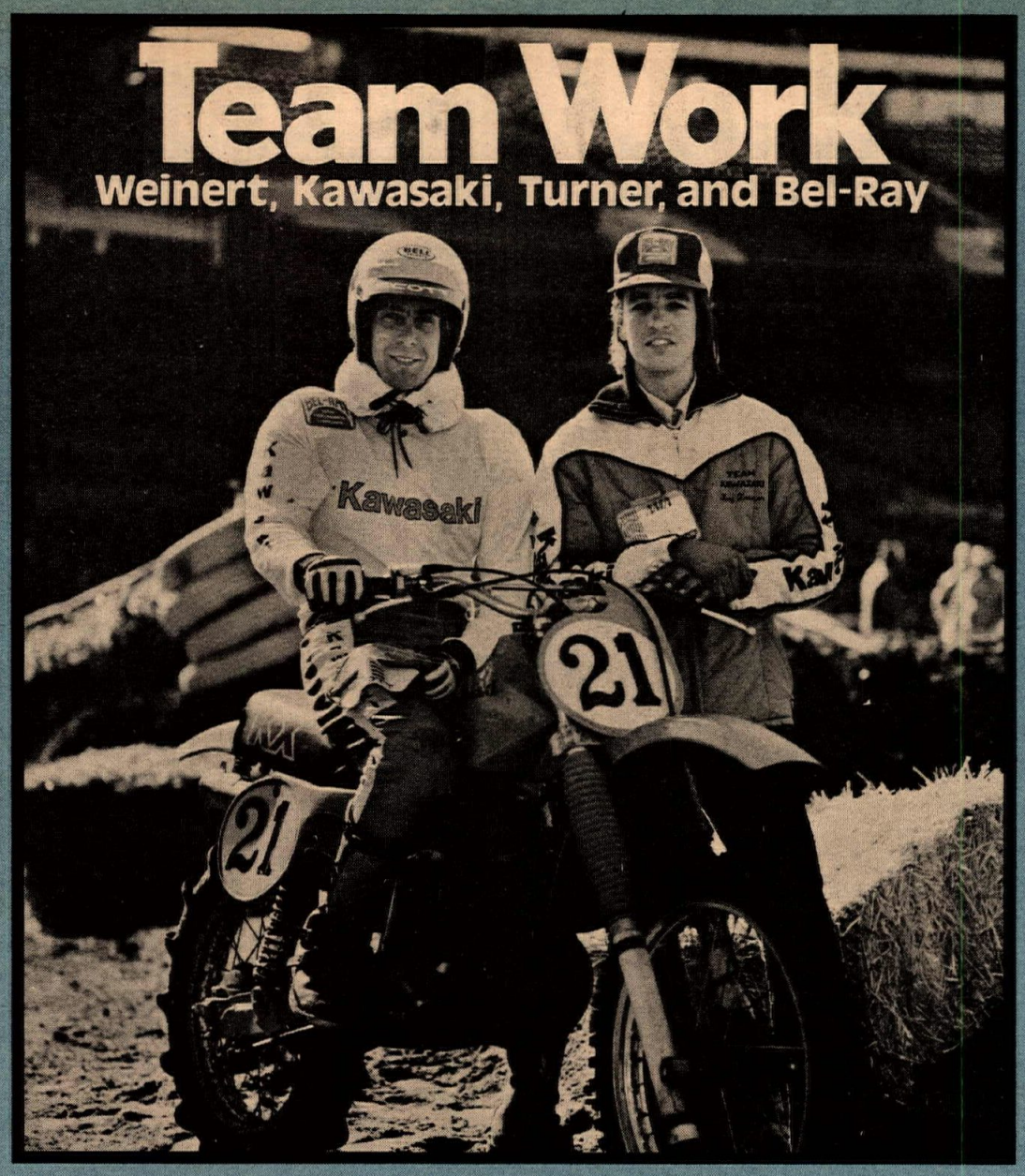
It's been a long and good road on two wheels from a small country town in Minnesota to being ranked as the number one official of professional races.

Chub Kellam has a few trophies, a few plaques and a lot of good friends and memories from his 20 years as an official. A lot of riders and numerous tuners owe him a lot for reasons known only to them.

I have known Chub for 40 years, ridden bikes with him for 30 years, worked races with him for 20. I don't think he ever said a bad word about anybody or anything during all that time.

Good luck Chub in your "Retirement." Good officials are hard to find but you have given them the blueprint as to what it really is all about. ●

Roxy Rockwood



Team work really paid off for Weinert at Oakland Stadium, the first event of the '79 Supercross Series.

The track consisted completely of sand, making for one of the toughest supercross tests in recent history. "Jammin" Jimmy led wire to wire in both the heat race and main event over some of the top riders in the country.

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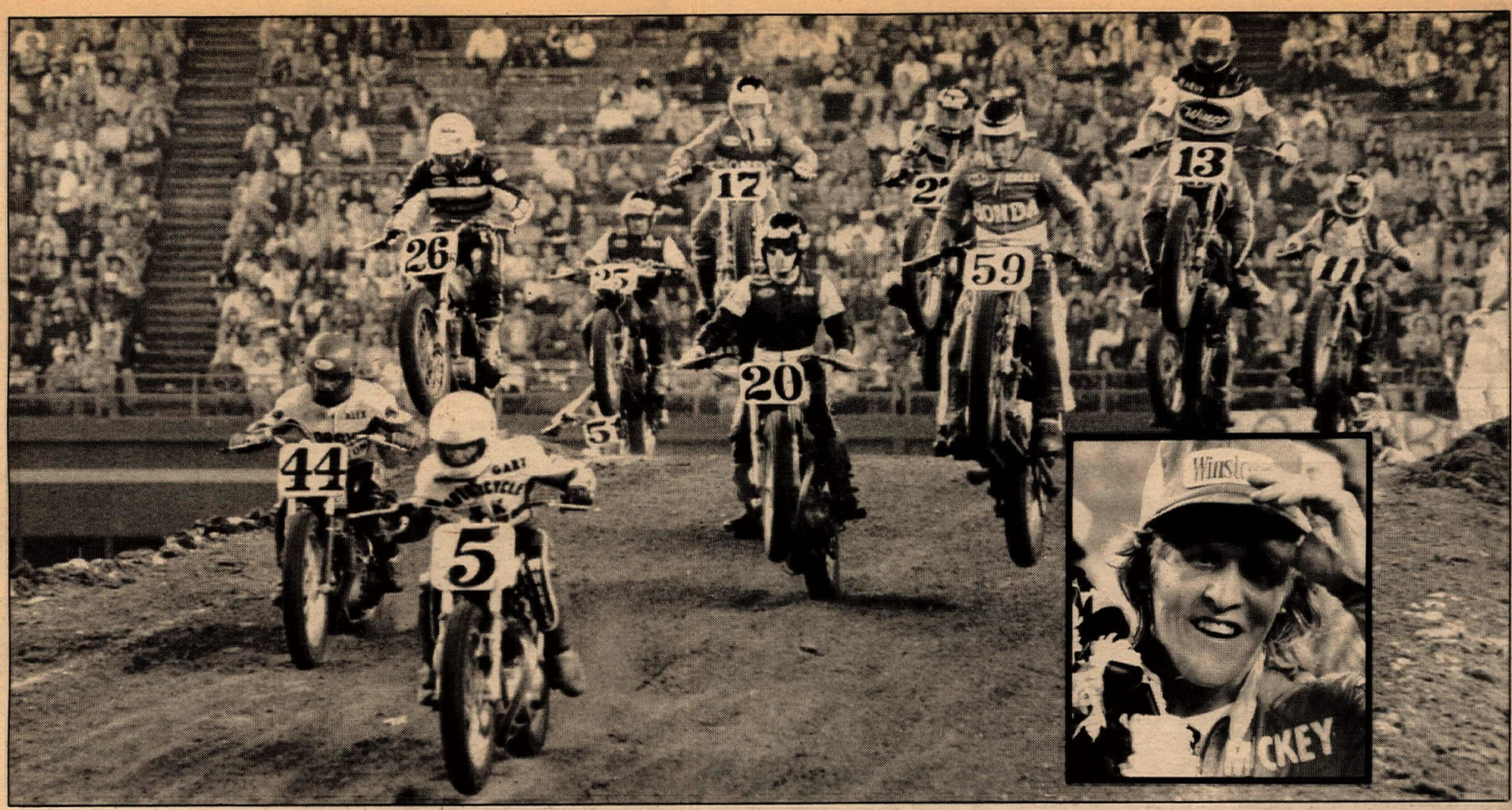


Gary Scott (5), Alex Jorgensen (44), John Gennai (20), Mickey Fay (59), Randy Goss (13) and Steve Eklund (11) tackle the jump. (Inset) Winner Fay.

AMA Grand National Championship/Winston Pro Series — Round

Fay/Honda lead the wa

By Dale Brown
Photos by Charles Morey

HOUSTON, TX, FEB. 2

"I'm so happy!" cried Washington's Mickey Fay after winning his first ever AMA/Winston Pro Series event. It was a romp for the TT specialist, who took the lead on the third lap and stretched it out to win the Houston Chronicle-sponsored Yamaha Gold Cup TT easily on his Honda XR500 single-powered machine.

"Monday I'll put in for a budget to get us some more money," said Honda Racing Team Manager Dennis McKay after being asked if Honda would participate in more races, "You bet," grinned McKay. He also said the engine in Fay's Roger Stanley-prepared, Wasco-framed mount was a stock XR500 engine with the optional performance kit.

Second to Fay was perennial Houston bridesmaid John Gennai on the Les Edwards/Cycle Imports Triumph. Randy Goss finished third on a Wiseco/Klotz Harley-Davidson, and another Honda rider, Rick Hocking, finished fourth.

For defending Grand National Champ Jay Springsteen, it was a disappointing evening. Springsteen stalled his machine in a heat race after fighting to save from crashing, but was hit from behind by another rider. Though he caught a handlebar and the gas tank in the thigh and groin, he started last in a restart and worked his way up to fifth and a transfer to the semi-final. But Springer's entry was scratched, in order that he might rest and, hopefully, compete in the following night's short track. But the effects of the crash, plus suspected intestinal flu, would preclude that.

For defending Houston champ Steve Eklund, crashes negated some brilliant riding. He qualified fastest, but crashed in his heat race. He ended up 10th in the heat, one position out of a transfer to the semi. But then, new H-D team member Steve Morehead had to scratch from the semi due to a broken frame, and Eklund was back in. He outfought Army's Mike Kidd for the single ticket in the main event, only to crash in the National and have to fight his way back up to eighth place.

Time Trials

Eklund, riding a Harry Lillie-tuned Zanotti Enterprises TT500, was the only rider under 26 seconds with a 25.97 clocking. Mike Kidd, sporting new Army colors and a TT500, showed that he was stoked by getting around the course in 26 seconds flat. They were followed by Oregon TT specialist Brad Hurst (26.10), Hocking (26.11), Fay (26.17), Goss (26.24) and Gennai (26.27).

Heats

Fay and Eklund traded paint for much of the first lap, but a mid-pack crash brought out the red flag, the first of several that would mark the night. The second start was also red-flagged when someone apparently left the line a little too soon.

The third start saw Steve Morehead take the holeshot, followed by rookie Rod Spencer (Yam) and Eklund. Fay passed Eklund and Spencer on the first lap, then disposed of Morehead on the following circuit.

Morehead, Spencer and Eklund were mixing it up when they tangled in a slow right hander. Eklund had problems re-starting, plus the crash had flattened the exhaust megaphone completely shut.

After the altercation, Alex Jorgensen moved to second followed by Ricky Graham. These positions held. Fay, self-sponsored BSA rider Jorgensen and BOSS Frames Yamaha pilot Graham had berths in the National. John Ellis (Yam) and Sonny Burres (Hon) headed those semi-bound.

Hank Scott led brother Gary into turn one of heat two. Mike Kidd, Randy Goss and Bruce Hanlon followed. Kidd moved into second, the passed Hank Scott over the jump, only to crash shortly thereafter. Gary Scott held the lead on his KK Supply/Sizemore Traveland Triumph with Goss now second and Hank Scott third. Goss moved his Larry Johnson-tuned XR750 up to challenge Gary Scott for a couple of laps, finally getting around him on the seventh lap. In the meantime, Hanlon, who rides this event as the only one of the year, got by Hank Scott for third. Following his get-off, Kidd rode like the wind to wind up fifth, but Goss, Gary Scott and Hanlon had the transfers to the National.

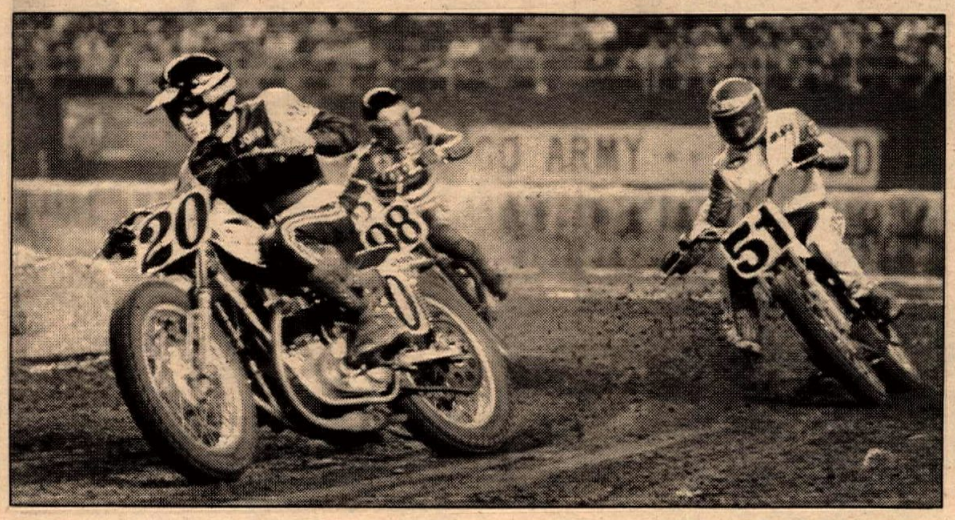
Heat three had a restart when John Gennai raised his hand an instant before the light went green. Another red flag was displayed when Ted Boody, riding Bill Kennedy's American, and Scott Pearson went down in separate incidents. Crews rushed frantically to get both bikes ready within the two-minute time limit. Both made it. Brad Hurst took the lead with Gennai and John Hateley (Hateley Enterprises Tri) trailing. Gennai took the lead before the first lap was over ahead of Hurst, Boody, Hateley, Jeff Campbell and Jay Springsteen.

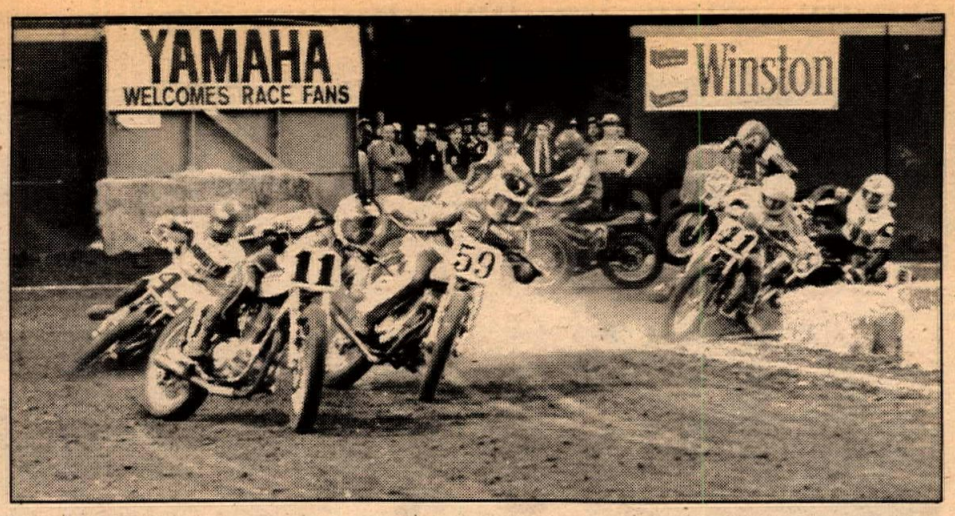
Springer started moving up as Boody and Hateley fought. Hateley moved ahead of Boody to challenge Hurst while Springer closed in on his former teammate. Going into the tight left turn before the jump, Springer appeared to be headed for a high side crash as he came in too hot. He fought to save it and did, but he stalled the motor. Campbell, behind him, struck Springer and knocked him down as he too crashed. This brought out the red flag and a single file restart. Though hurting, Springer took his place at the rear of the line.

The order was taken from the third lap with the top three reading Gennai, Hurst and Boody. Hateley took over third in a hurry, and the top three were almost set. Hateley passed Hurst for second on the eighth lap. Scott Pearson was fourth and Springsteen was fifth after an incredible ride.

Dave Aldana, another rider using one of the XR500 powerplants, took the fourth heat lead. California privateer Dennis Briggs (D&D Enterprises/White Bros. Yam) ran second with Rick Hocking and Skip Aksland (PJ1 Lubricants Yam) third and fourth. Hocking fell on the second lap but picked it up and continued on, well back. Briggs was putting the pressure on Aldana, diving underneath him as they exited the infield on lap four.

(Above) New points leader Randy Goss leads Gary Scott. (Below) Runner-up John Gennai (20), Brad Hurst (51) and John Hateley duke it out in a heat.





(Above) Steve Eklund (11) and Mickey Fay (59) lead the pack, part of which is crashing. (Below) Mark Strother (4) and Don Shobert lead the Juniors.

e
at Astrodome TT

As soon as Briggs moved out to a comfortable lead, Aldana started feeling the heat from Aksland with Joey Perdue (Yam) and Frank Word (Yam) in their wake. On the eighth lap, Aksland flew past Aldana on the jump and Aldana crashed in the following turn. The ensuing confusion moved Rick Hocking, who'd crashed earlier, into third. So Briggs the unknown took the final heat followed by Aksland and Hocking.

Spectators were more than a little surprised to see Steve Eklund sitting in the back row of the first semi. But Steve Morehead's factory Harley was the victim of a broken frame. (The downtubes were extended in order to lower the weight of the engine and the welds broke.)

"It wasn't a good night," said H-D Racing boss Dick O'Brien.

Hank Scott broke into the lead of the race with Lance Jones (H-D) and Sonny Burres in pursuit. Eklund tore through the pack from his last place start and was fourth at the end of one lap behind Scott, Jones and Kidd. The order remained static for one lap, then both Kidd and Eklund went to work, Mike taking the lead and Eklund passing Jones for third.

As riders landed from the jump they were faced with a hard right, a short straight and a hard left back onto the oval. Kidd exited the right hander wide and entered the left to the inside. Eklund was doing exactly the opposite and it enabled him to take the inside away from Kidd as they accelerated into the oval. At the halfway point Eklund used the inside to get past and he stayed in the lead to the finish. Scott was third and Rod Spencer fourth. Eklund took the one ticket to the National and sent the others to the Trophy race.

With Springsteen, feeling worse, scratched from the second semi, the door was left wide open for Scott Pearson (H-D West) to lead wire to wire. Mike Caves (Yam) ran second from flag to flag. Billie Labrie (H-D) ran third early but lost it to Dave Aldana who in turn lost it to rookie John Wincewicz. Wincewicz held it to the end, and finished ahead of Randy Waldrop and Labrie. Aldana stalled his engine trying to avoid Ted Boody.

Junior Invitational

Louisiana's Mark Strother shot out in front of the Junior Invitational, followed by fast qualifier Don Shobert and Steve Pendergraft. Pendergraft was soon out of the race and chasing the leading pair were Shannon Slocum and Billy Orr.

After closing right up on the leader, Shobert made his move on lap six, grabbing the point position and holding onto it for the remaining six laps. Strother, who like Shobert was Yamaha-mounted, retained second to the flag. Jim Bradley worked his Bultaco up through the late stages of the race to finish third.

Trophy Race

Wincewicz (Messeler Tri) led at the start of the trophy race but a mid-pack crash brought out the red flag. On the second start, Mike Kidd had the lead over Hank Scott and Wincewicz. But on the sweeping oval turn after the infield section, Wincewicz tangled with a rider who missed a shift and crashed. Two other riders hit him as bikes went everywhere. The ambulance rolled, but miraculously, nobody had to be taken to the hospital. Wincewicz's bike however, lost the front end and had to be carried back to the pits. Mike Caves and Buddy Robinson were also involved, but made the restart.

Kidd took the lead over Rod Spencer as the race was finally underway for good. Mike Caves and Randy Waldrop were sandwiched between Spencer and Ted Boody. Boody took over third as Spencer went after Kidd, getting by him briefly on the fourth lap. On the sixth lap, Kidd again fell victim to being passed on the inside exiting the infield. Spencer pulled it off and led the rest of the race. Kidd remained in second ahead of Boody, Caves, Waldrop and Phil McDonald.

National

The main event was a three-row start with semi-final winners Eklund and Pearson on the back row. Fay had the pole, but Gary Scott had the holeshot. John Hateley fell as Gennai and Fay pursued Scott. At the end of the first of 25 laps, the order was Scott, Alex Jorgensen, Fay, Gennai, Dennis Briggs and Randy Goss.

On the following lap, Jorgensen pulled off the jump due to engine problems but got going again moments later. Fay took over second. A lap later Fay passed Scott in the right hander, and seconds later, Eklund clipped a haybale with his handlebar, went down, and Hurst got tangled in the same area. Brad got going first, with Steve getting underway nearly three-quarters of a lap behind.

Almost immediately, Fay started putting distance between the pack and himself. Also, the pack started removing distance between itself and Gary Scott, who was tiring. On the seventh lap, Gennai moved into second and Hateley took himself completely out of the picture by crashing again.

On the following lap Scott had Goss on his fender. Next time around it was Scott looking at Goss' fender. Behind Scott now were Rick Hocking, Skip Aksland and Dennis Briggs.

On the 14th lap, Hocking moved his Knight Fabrication Honda into fourth. In front of him, everybody was maintaining fairly scattered distances.

Four laps later Jorgensen was out for good with mechanical troubles. Aksland used the same lap to take over fifth.

Eklund meanwhile had passed Hurst and was busy making up the distance between himself and the main body of the pack.

The order was pretty well set for the finish. Ricky Graham, who had been running towards the rear of the pack, went down on lap 20, shortly after Eklund passed him. Time ran out for Eklund when the checkered flag came out just before he was able to make a move on Scott Pearson, who was chasing Gary Scott.

The final overall order had Fay leading Gennai, Goss, Hocking and Aksland. Gary Scott, Pearson, Eklund, Briggs, Graham, Hurst, Hanlon, Jorgensen and Hateley rounded out the field. ●

Results

NATIONAL: 1. Mickey Fay (Hon); 2. John Gennai (Tri); 3. Randy Goss (H-D); 4. Rick Hocking (Hon); 5. Skip Aksland (Yam); 6. Gary Scott (Tri); 7. Scott Pearson (H-D); 8. Steve Eklund (Yam); 9. Dennis Briggs (Yam); 10. Ricky Graham (Yam); 11. Brad Hurst (Yam); 12. Bruce Hanlon (Yam); 13. Alex Jorgensen (BSA); 14. John Hateley (Tri).
TIME: 11:04.97 (25 laps).

TROPHY RACE: 1. Rod Spencer (Yam); 2. Mike Kidd (Yam); 3. Ted Boody (Amer); 4. Mike Caves (Oss); 5. Randy Waldrop (Yam); 6. Phil McDonald (H-D); 7. Mike Sullivan (Tri); 8. Hank Scott (Tri); 9. Buddy Robinson (Tri); 10. Sonny Burres (Hon).
TIME: 5:18:86 (12 laps)

JR INVITATIONAL: 1. Don Shobert (Yam); 2. Mark Strother (Yam); 3. Jim Bradley (Bul); 4. Shannon Slocum (Bul); 5. Jeff Warramore (Yam); 6. Dave Jones (Yam); 7. Jim Pyle (Bul); 8. Cary Carpenter (Suz); 9. Russ Gourley (Bul); 10. Barry Brand (Bul); 11. Billy Orr (Hon); 12. Steve Pendergraft (Yam).
TIME: 5:28:66 (12 laps).

Winner Ted Boody starts a bubbly blast-off while runner-up Steve Eklund and third-place Randy Goss look on. The win followed a dry year for Boody.

AMA Grand National Championship/Winston Pro Series — Round

Astrodome short track

By Dale Brown
Photos by Charles Morey

HOUSTON, TX, FEB. 3

Ted Boody rode the perfect race on day two of the Houston Chronicle-sponsored Yamaha Gold Cup double-header, leading wire-to-wire in the 20-lap short track. Now a privateer, Boody rode an ex-Randy Cleek Yamaha to the winner's circle.

"Well Eklund, I can't think of anyone better to beat," said Boody to Steve Eklund in the post-race press conference. Eklund and third-placer Randy Goss had pressured Boody throughout the National, and they crossed the finish line almost under a blanket, about a bikelength apart.

For Goss, it was his second third-place showing of the weekend, and it put him into the AMA/Winston Pro Series point lead with 26 compared to Eklund's 23 points.

For Harley-Davidson's number one man, defending Grand National Champ Jay Springsteen, the weekend was a disaster. Still suffering from the effects of a crash the night before, plus suspected intestinal flu, Springer did not even go out for time trials on the short track.

Time trials

Eklund put a lock on $400 worth of Ancra's fast qualifying money with the fast time on the short track as well as the TT. Aboard his Tom Hasler-prepped Zanotti Enterprises Yamaha, his lap under the dome was clocked at 14.31. Third in the previous Houston short track, Terry Poovey's Bel-Ray Bultaco went 14.37. Other heat race pole-sitters were Rick Hocking, Ted Boody, Lance Jones and Garth Brow. The slowest qualifier to end up making the National hit the clocks with a 14.83, and cut-off time for the 60-rider field was 15.05.

Heats

California's rookie Wayne Rainey got his Shell Racing Specialties Yamaha underway first in the first heat. Eklund, the defending Houston champ, passed him in turn four on the first lap, and after that it was Eklund first all the way. Rainey fell back a bit, but had second place all to himself right down to the finish.

Randy Waldrop (Yam) and rookie Charlie Roberts (Yam) ran third and fourth in the early stages, but Mike Kidd rode his Army-sponsored Harley-Davidson past them to wire down third at the finish ahead of Waldrop, Jim Mertens and Roberts. Hank Scott, who had qualified seventh-fastest, had his problems and finished eighth. With the first two going to the National and third through sixth going to the semi, Hank was through for the night.

Much to the disappointment of the Texas crowd, Terry Poovey's bike quit on him before the second heat started and was pushed back to the pits. Iowa's Ty Cawley got the jump on the field and was chased into the first turn by Skip Aksland (PJ1 Yam) and Steve Morehead, who had started on the penalty line. Morehead put his Steve Storz-tuned factory Harley around Aksland before the first lap was over.

Tim Cartwright led Randy Goss, but by lap two, Goss was in second place and reeling in the leader Cawley. On the fifth lap, Goss passed Cawley and had first locked up for the remainder of the 10-lap heat.

Later, Morehead and Aksland passed Cawley to set up their own exciting duel. Skip closed mightily on the final lap, after passing and being passed by Morehead, knowing that only one of them would be seeded directly into the National. At the wire, it was still Morehead in second, but only by a spoke nipple or so. Cawley, Cartwright and Joe Wilson followed Aksland into the semi.

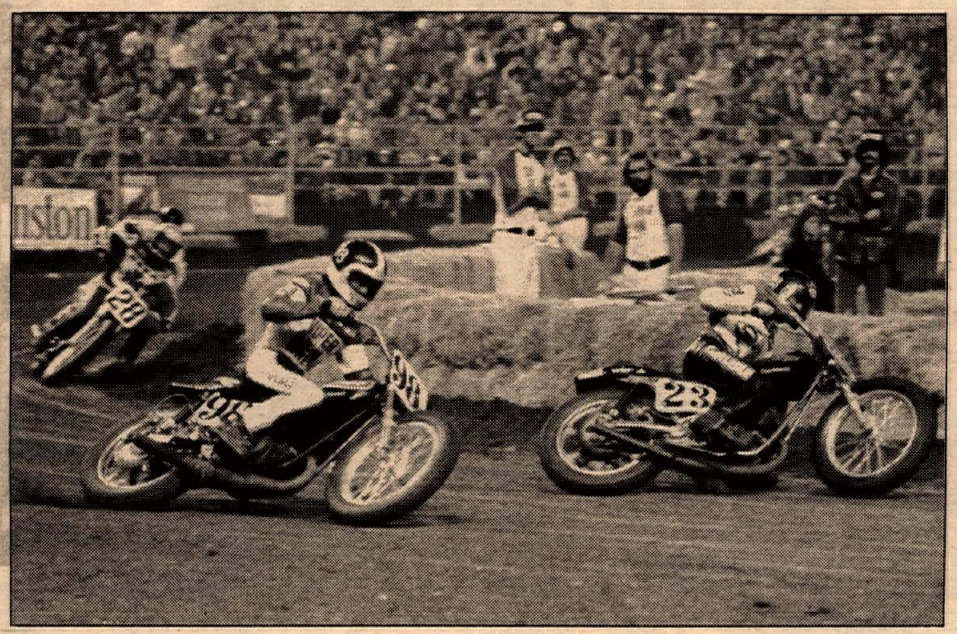
Heat three was a Rick Hocking/Bob Beary battle, with the two trading elbows for the first few laps. Hocking finally settled his Knight Fabrication Yamaha out front with Beary settling his Belleville Suzuki/Neil Keen mount into second. Scott Pearson ended up third over Bruce Hanlon and former Houston winner Bubba Rush.

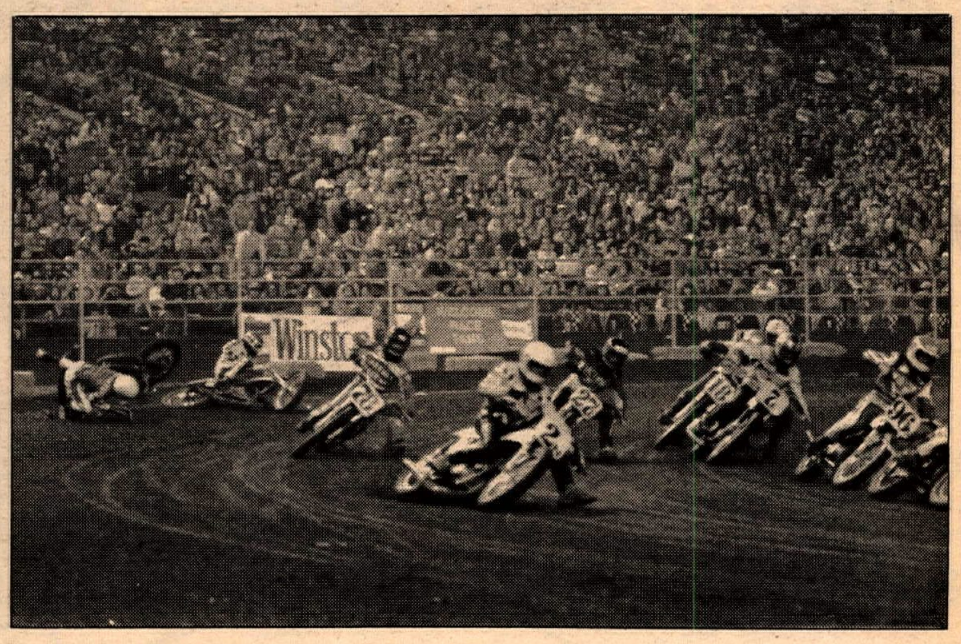
The fourth heat saw rookie Rod Spencer going for it, and at the end of a lap, being trailed by Ted Boody, Gary Scott and Brad Hurst, all of whom were more or less in second place. Boody got things straightened out to his satisfaction on lap three, when he made a brilliant cut through turn two to take the lead. Scott's KK Supply/Sizemore Traveland Ossa followed Boody past and the National had two more riders. Spencer finished after challenging Scott in the late stages of the race, and was followed by Hurst and the previous evening's winner, Mickey Fay (Hon).

1978 Rookie of the Year Lance Jones (Sure-Fire H-D) and 1979 Rookie of the Year contender Ronnie Jones (Viper Racing Yam) were the stars of the fifth heat. Lance led for the first five laps, but Ronnie used an outside line to close in, pass Lance and go on for the win. Mike Gaves led the rest of the field in keeping up with

(Above) Boody heads up Eklund and Gary Scott (5) early in the National. (Below) Ronnie Jones (98), here with Lance Jones, was top rookie.

(Above) Mike Kidd (72) won the trophy race over Brad Hurst (51). (Below) This Junior crash brought out the red flag for the fourth time.





booty to Boody

the Jones and was followed by rookie Rick Fiscel (Bul) and Phil Darcy (Kaw).

The first two laps of the final heat saw a battle between Garth Brow (Klotz/Wiseco Yam) and Ricky Graham (Boss Racing Frames Yam). Graham led initially but Brow zapped him down the back straight and took off on his way to the win, building a good lead. Graham held on to second for the duration. Douglas Ahn and Scott Drake, both Yamaha-mounted, followed Graham home, ahead of Odel Davis and John Wincewicz.

Semis

A first lap crash brought out the red flag and negated Mike Kidd's holeshot efforts. On the subsequent green light, Scott Pearson got a tremendous start and said goodbye to the field, as he rode his H-D West machine to a flag to flag win. Skip Aksland challenged early, but later fell behind Mike Kidd and Randy Waldrop, and still later, fell. Kidd and Waldrop stayed in second and third ahead of Jim Mertens, Charlie Roberts and Lowell Moural.

Semi two was another wire to wire number with Mike Caves earning the final berth in the National after finishing with a comfortable lead. Brad Hurst ran second all the way, followed home by Douglas Ahn and John Wincewicz.

Junior Invitational

The Junior Invitational was highlighted (?) by four red flags, three for various starting violations and one due to a crash. Don Shobert (Yam), winner of the Junior TT the previous evening, shot out into a lead that he was to hold all the way. David Jones (Yam), brother of heat winner Ronnie, ran second for two laps, but lost the spot to Bultaco-mounted James Bradley who came from the penalty line. Shobert rode the inside line while Bradley went outside, keeping up with the leader but not passing him. A ways back, Jones finished third ahead of Butch Brandon and Russell Gourley.

Trophy Race

After Miss Winston Pro Series, Lynn Griffis, had won the celebrity Yamaha go-cart race and Steve Eklund did it to the racers' division, the trophy race got underway. Mike Kidd had the lead into turn one but Brad Hurst came up and started trading it back and forth with Kidd until the Texan moved out on the back straight of the second lap. Jim Mertens held third for two laps but went wide through turns three and four and fell back in the pack. Randy Waldrop picked up the position and ran with it to the finish trailed much of the way by Bultaco-riding rookie John Wincewicz. Lowell Moural and Doug Ahn finished 5-6. After being presented with the trophy, Kidd spent several minutes signing autographs at the edge of the stand before leaving trackside.

National

By virtue of the fastest heat time, Boody had the pole. When the light went green, Boody went to the front. After him were Garth Brow, Steve Eklund and Randy Goss.

The pack was still packed at the end of lap one, with Eklund and Goss up to second and third and Ronnie Jones trailing Brow. The top three were set at this point, becoming a six-wheeled vehicle that pulled away from the rest of the field.

Gary Scott entered the fray as both he and Ronnie Jones went by Brow on the third lap. Brow got back around Jones on the fifth lap and two laps later, repeated the process on Scott. Jones also got around Gary, just before the halfway point. Semi winners Caves and Pearson trailed Scott at midway, running seventh and eighth.

The top-running trio had put a bunch of space between themselves and everybody else. Goss probed Eklund's defenses several times while Steve was staying in there and looking for an opportunity, like a Boody mistake.

It never came.

"He didn't make any mistakes," said Steve after the race. The top three were joined for awhile by Mike Caves, who had slid down and rejoinced the race a lap down. Boody got by him easily, but the other two didn't seem to have such an easy time of it.

After the top three had crossed the finish line in a blurry millisecond, Brow finished some distance behind them. He was followed by Jones (who became the leading rookie), Scott, Ricky Graham, Bob Beary, Wayne Rainey, Rick Hocking and Lance Jones. Steve Morehead lost the handle on the front end and went down but still was credited with 12th place, ahead of Caves and Scott Pearson.

At the trophy presentation, Boody credited Dennis Latimer with porting the winning machine and said of its former owner, the late Randy Cleek, "Though he never won a National on it, I'm sure he's glad to see me do it."

Results

NATIONAL: 1. Ted Boody (Yam); 2. Steve Eklund (Yam); 3. Randy Goss (Yam); 4. Garth Brow (H-D); 5. Ronnie JOnes (Yam); 6. Gary Scott (Oss); 7. Ricky Graham (Yam); 8. Bob Beary (Suz); 9. Wayne Rainey (Yam); 10. Rick Hocking (H-D); 11. Lance Jones (H-D); 12. Steve Morehead (H-D); 13. Mike Caves (Oss); 14. Scott Pearson (H-D). TIME: 4.54.08 (20 laps).

TROPHY RACE: 1. Mike Kidd (H-D); 2. Brad Hurst (H-D); 3. Randy Waldrop (Yam); 4. John Wincewicz (Bul); 5. Lowell Moural (Bul); 6. Doug Ahn (Yam); 7. Scott Drake (Bul); 8. Phil Darcy (Kaw); 9. Charlie Roberts (Yam); 10. Jim Mertens (Yam). TIME: 2:58.55 (12 laps)

JUNIOR INVITATIONAL: 1. Don Shobert (Yam); 2. James Bradley (Bul); 3. David Jones (Yam); 4. Buth Brandon (Bul); 5. Russell Gourley (Yam); 6. Barry Brand (Bul); 7. Shannon Slocum (Yam); 8. Jeff Narramore (Yam); 9. Tom Cartwright (H-D); 10. Cacy Carpenter (Suz); 11. Steve Pendergraft (Yam); 12. Ronald Edgens (Yam). TIME: 2.59.70 (12 laps).

WINSTON PRO SERIES POINT STANDINGS: 1. Randy Goss (26); 2. Steve Eklund (23); 3. (Tie) Mickey Fay/Ted Boody (20); 5. Gary Scott (18); 6. (Tie) John Gennai/Rick Hocking (16); 8. Ricky Graham (13); 9. Garth Brow (11); 10. (Tie) Skip Aksland/Ronnie Jones (10).

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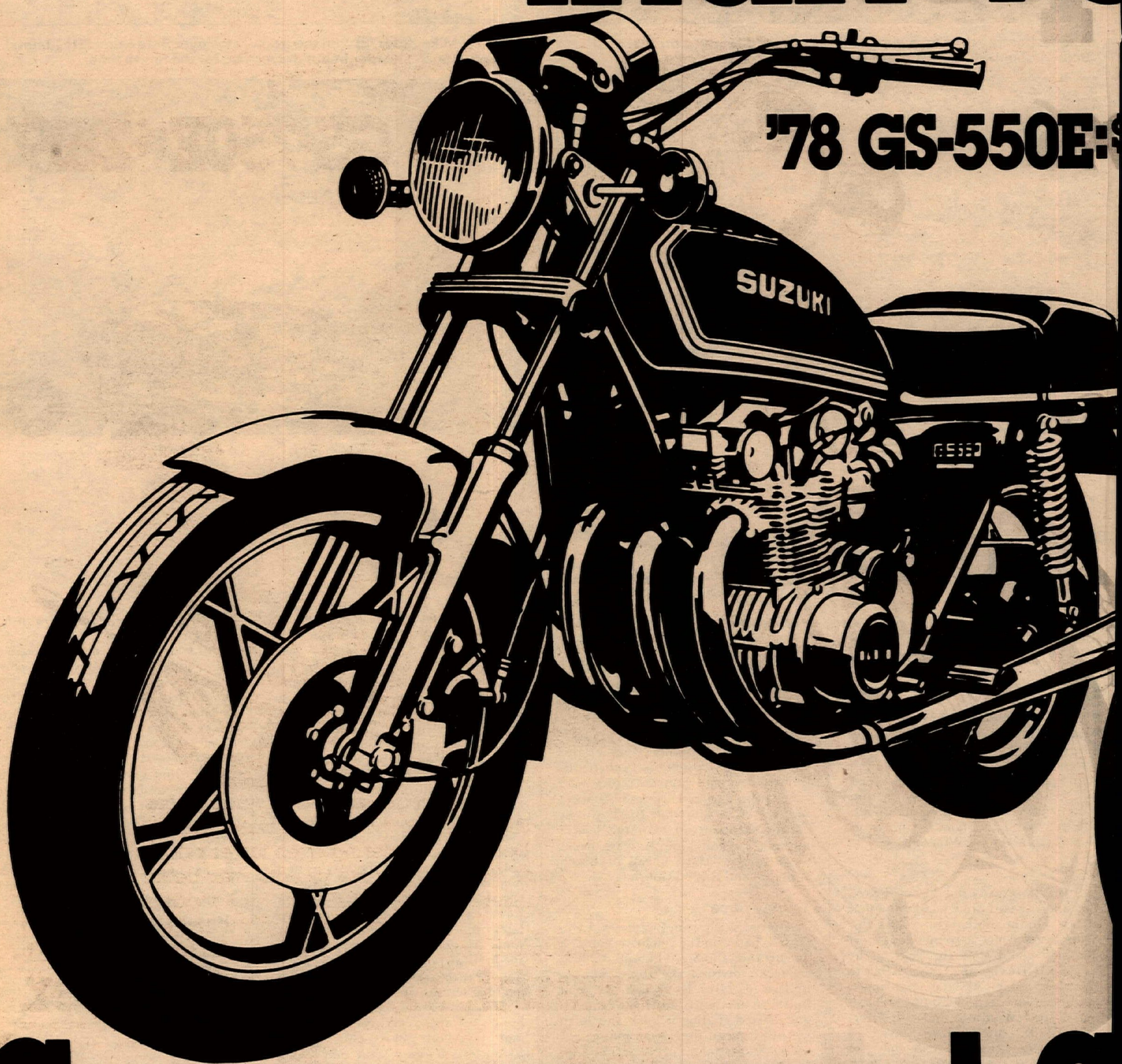

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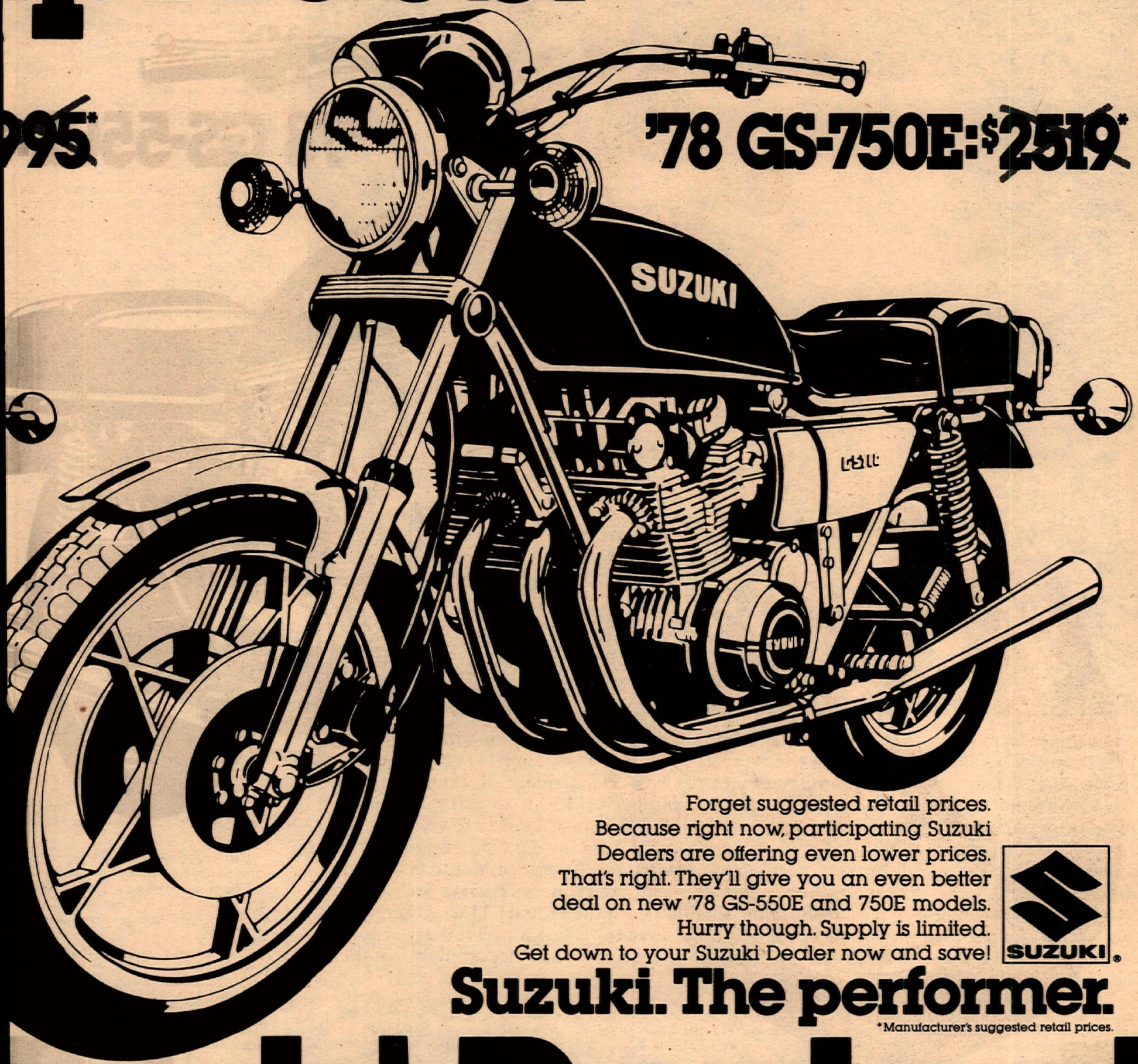

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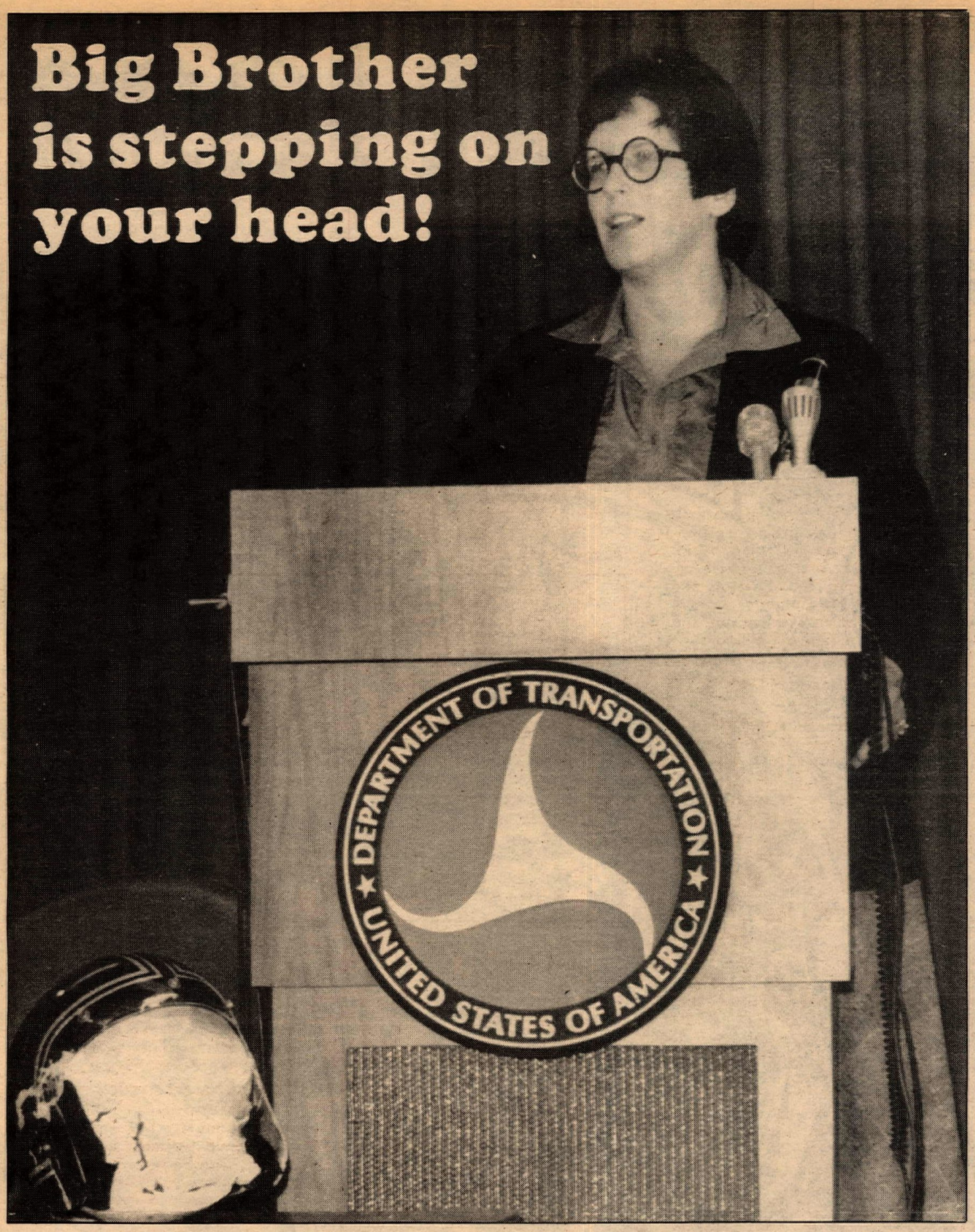


What appears on these pages is the result of an attempt to provide you with as much information as is available concerning the recently announced (January 11) effort launched by Ms. Joan Claybrook, the Administratrix of the U.S. Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA), to make helmet use mandatory nationwide. Her latest press conference address is printed here verbatim as is the preliminary report of a DOT funded study conducted by Dr. Harry Hurt of the University of Southern California, a position paper from the American Motorcycle Association (AMA), as well as other pertinent material. The preliminary remarks are by Cycle News contributing editor Mary Grothe, who attended both the January 11 Claybrook press conference and that afternoon's meeting which was held to release a preliminary report of Dr. Hurt's continuing study of 899 motorcycle accidents which occurred in southern California.

The following copy represents a very small portion of the actual research that has been conducted by both the NHTSA and by USC's Dr. Hurt. At both the morning meeting (Claybrook) and the afternoon meeting (Hurt) telephone book-size volumes containing information on motorcycle accidents were displayed. Attendees were told that most of the info contained therein would be released later (three to six months).

Dr. Hurt's study in particular contains a tremendous wealth of information. Motorcycles were examined for 300 factors (cars involved in the accidents were not examined except for contact points). Rider characteristics, different kinds of eye protectors and crash-bars (they, according to Dr. Hurt's study, offer more protection to your engine cases than to your legs) were among the factors studied.

Dr. Hurt states that most of the motorcyclists involved in the accidents were craftsmen, students, laborers or unemployed persons.

I have to praise Dr. Hurt's ability for in-depth research, but I felt that at times his language usage during the presentation was disparaging - i.e. the rider did not expect to be involved in an accident as he was "only on his way to the 7-Eleven for a six pack." Dr. Hurt could have said, "He was on his way to the store." He also used the term, "blitzing down the street," despite the fact that excessive speed was not a major contributing factor in the 899 accidents studied. He also made vague references to "long hair," and he laughed inappropriately, at times while describing some gory details of some of the more serious accidents.

Ed Youngblood, the AMA's director of government relations said not to dwell on the language usage thing, but I felt that the subliminal message that was perpetrated to the people present at the meeting was that motorcyclists in general are irresponsible, counter-culture freaks.

People present at the afternoon meeting were largely DOT and insurance company (GEICO and Nationwide) representatives. Dr. Lee Hanes (sp. ?) of the American Medical Association was present. Representatives of the motorcycling microcosm were few - AMA's Youngblood, MSF's Charles Hartman and four or five bikers. No representatives of the press were there as far as I could tell.

I came away from the meetings feeling that our arguments opposing legislation against motorcyclists are very weak. I am under the impression that our own research (by AMA, MSF, etc.) in no way approaches the amount of research that has been done by Dr. Hurt and the NHTSA. We cannot disprove their statistics if we do not have our own. But then we do not have access to the taxpayers' dollars.

Joan Claybrook's speech made the daily newspapers in the D.C. area, and the D.C. radio reports the morning following her presentation said that 51% of motorcycling accidents are caused by car drivers who do not see the motorcyclist and "bikers aren't going to like this, but Ms. Claybrook suggests donning yellow outer garments."

Present at the Claybrook conference were representatives from the MIC, MSF, AMA and AMF/Harley-Davidson (very few non-motorcyclists). Most of these same people did not show up for Dr. Hurt's presentation that afternoon.

Joan Claybrook's opening address

Good morning. We are releasing today a report of great concern to the motoring public - motorcycle helmet laws. Motorcycling has always been a dangerous way to travel. Lately it has been made even more dangerous by the repeal in many states of laws which require motorcyclists to wear helmets. Motorcycle deaths in 1977 were up 24% over 1976, and one important element of this increase was a decline in helmet use. With a new state legislative season coming up, it is vital that we immediately inform governors and state legislators of these findings.

This report summarizes the results from five recent studies conducted by the National Highway Traffic Safety Administration (NHTSA) on the effects of helmets and helmet usage laws on highway safety.

The report draws two major conclusions.

First, motorcycle helmets work. They reduce head injuries significantly without causing injuries. In the areas studied (Oklahoma, Kansas, South Dakota, Colorado, and southern California) motorcyclists involved in crashes who were not wearing helmets were twice as likely to suffer a head injury as those who were and three to nine times more likely to suffer a fatal head injury. The report also deflates the key questions raised about motorcycle helmets. The report finds that helmets do not interfere with a motorcyclist's vision and/or hearing, and

they do not cause injuries in an accident.

Second, states with motorcycle helmet usage laws have usage rates which are extremely high (over 95%). This means that almost all cyclists in those states benefit from the protection which helmets bring.

At one time, there was a Federal requirement that all states enact a motorcycle helmet law on penalty of withholding of Federal funds. By 1975, helmet laws were almost universal - 47 states, the District of Columbia, and Puerto Rico had them. But in 1976, the Congress removed the sanction penalty for not passing a helmet law.

A number of States have repealed their helmet laws in the last few years. Today, 21 States, Puerto Rico, and the District of Columbia still require all cyclists to wear helmets.

The studies we have just completed demonstrate that states which repeal their helmet laws experience dramatic declines in helmet use and disturbing increases in head injury rates. In Colorado, Kansas, South Dakota, and Oklahoma helmet wearing rates have dropped to below 60% since the repeal of their helmet laws. The fatal head injury rates have doubled.

Thousands of people are being killed on motorcycles every year, and tens of thousands more injured, many crippled, and maimed for life. Most of the dead and injured are under 30 years of age. Particularly damaging are the head injuries which are happening to unhelmeted riders. The head is the most valuable and vunerable part of the body, and injuries to it are frequently the most difficult (and most expensive) to recover from. A broken arm will heal. A broken brain won't. That's why helmets are so important.

It's not just the riders who pay when they get hurt. Society pays, too. The rider's family pays, the local ambulance service pays, the hospital pays, the insurance policyholder pays, the government pays, and when it gets right down to it, you and I pay.

As a result of these findings we are going to do several things:

First, I have written a letter to all state governors sending them a copy of this report and highlighting its major findings. We are urging governors in states which still have helmet laws to support their retention. And we are urging governors in states which have lost their helmet laws to work for their re-enactment.

We are also encouraging all states to collect their own data on motorcycle helmet use - data on head unjury accidents, with and without helmets, before and after repeal. And we are suggesting they conduct attitude surveys of cyclists and the general population in their States to discover what they really think about helmet use laws. Michigan and Pennsylvania, for example, have both conducted surveys which show a majority of motorcyclists (55%) actually favor mandatory helmet usage laws.

Second, I am writing letters to motorcycle manufacturers, insurance companies, and state insurance commissioners to bring the findings of this report to their attention and suggesting they do whatever they can to encourage helmet use.

Third, we are notifying the medical community, voluntary safety organizations, and citizen action groups to make them aware of this report and to recommend they support motorcycle helmet laws.

Motorcycle Accident Cause Factors and Identification of Countermeasures Summary Status Report

Prepared by: National Center for Statistics and Analysis, National Highway Traffic Safety Administration, January 10, 1979.

Introduction

This report summarizes the key findings to date in a study being conducted by the University of Southern California (USC) on the investigation and analysis of motorcycle accidents occurring between 1976 and 1978 in the Los Angeles area. Current findings are preliminary and based on an analysis of 899 on-scene, in-depth motorcycle accident investigations. The study, to be completed late in 1979, will include, in addition, the compilation of over 3,600 police accident reports and the collection of motorcycle exposure information. The exposure data will enable comparisons to be made between the characteristics of motorcycle accidents and the characteristics of the motorcycle population and its driving environment. These data will then be integrated to ascertain motorcycle accident and injury causal factors and therefrom identify countermeasures to reduce both the involvement rate and the severity of motorcycle collisions.

The findings reconfirm that dramatic gains in motorcycle safety can be acheived if:

(1) motorcyclists wear helmets, and
(2) cyclists and their motorcycles are made as conspicuous as possible.

General accident characteristics

Over two-third of the 899 accidents were investigated on-scene in the presence of the involved vehicles and drivers; the remainder of the investigations were conducted within 24 hours of the accident. The distribution of the initial collision contact points on the cycle is as follows: Right Side 31%; Front 30%; Rear 3%; Left Side 36%.

The front and side contact points are rather evenly distributed; the slightly higher incidence of left side impacts reflects a higher frequency of collisions where an oncoming vehicle turns left and strikes a motorcycle. Fully one-fourth of the accidents were single vehicle collisions attributed in large part to the loss of motorcycle control.

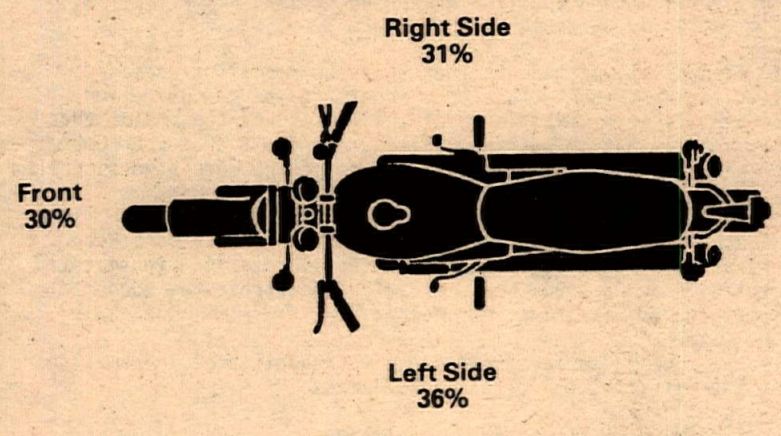
The most frequent accident precipitating factors were: (a) a violation of the motorcycle right-of-way by another vehicle (51 percent of the cases), and (b) motorcycle driver error (41 percent). Right-of-way violations were usually attributed to the failure of the automobile driver to see the oncoming motorcycle until it was too late to avoid collision. It is interesting to note that in almost one-half of the multi-vehicle collisions, the motorcycle/rider combination was rated either inconspicuous or low in conspicuity against the ambient environment at the time of collision.

Preliminary exposure data indicate that approximately 50 percent of the motorcycle population drive with their headlights on in the daytime, yet fully two-thirds of the accidents involved motorcycles whose headlights were off. If these preliminary trends are maintained in the remainder of the data to be collected, these data imply that the risk of being involved in a daytime motorcycle accident can be halved by driving with the headlights on.

Helmet effectiveness

Early survey results indicate that approximately one-half of the motorcyclists in the study area wear helmets. However, a full 60 percent of the accident-involved cyclists were *not* wearing helmets. These unhelmeted cyclists accounted for 67 percent of the total injuries and 81 percent of the head and neck injuries. While the helmeted riders are slightly underrepresented in the accident cases, they are considerably underrepresented in the resulting injuries.

(Above) AMA's Ed Youngblood observes. (Below) Contact points.



† Work performed under NHSTA Contract No. DOT-HS-5-01160.

Table 1 (p. 14) shows the injury severity distribution for the accident-involved cyclists either wearing or not wearing an helmet. Assuming that the characteristics of the accidents for the helmeted and unhelmeted rider were similar (this will be explored in the final analysis), there is almost twice the chance of incurring a critical or fatal injury for the unhelmeted rider than if a helmet were worn. Similarly, there is nearly a 30 percent increase in the risk of a serious, critical or fatal injury (AIS-4, 5, or 6) for the unhelmeted motorcyclists.

Head and neck injuries by severity are shown in Table 2 (p. 14). The unhelmeted cyclist is almost three times as likely to incur a head or neck injury than his helmeted counterpart. Further, given that a head or neck injury occurs, the motorcyclist not wearing a helmet is more than twice as likely to have a severe or greater injury (AIS-3, 4, 5 or 6) than if he had worn a helmet.

Eighty-one (81) percent of the helmeted riders derived benefits from their helmet in the form of prevented or attenuated impact injuries.

There were only four (4) injuries attributed to safety helmets and all four were minor injuries (AIS-1). However, in each of these cases, the helmet attenuated the impacts and protected the head against a critical or fatal threat. Generally, when an impact occurred to the protected region, the helmet was effective. Also, the more head area that the helmet covered, the greater the protection the rider received.

The study found that helmet use did not attenuate critical traffic sounds nor limit the pre-crash visual field. The safety helmet was not found to be a cause or a contributing factor in any of the 899 accidents investigated.

Driver characteristics

Twelve (12) percent of the accident-involved motorcyclists were operating their cycle without any operator's license. Only 55 percent had the standard motorcycle license endorsement on their permit as required in California. Drivers with four of more traffic violations in the last 2 years were involved in 12 percent of the fatal accidents. Alcohol or drug influence was present in 12 percent of the accidents and almost one-half of the fatal accidents.

Less than 1 out of 10 riders involved in the accidents had formal training in motorcycle operation. More than half of the accidents involved cyclists had less than 5 months experience with the motorcycle they were riding at the time of the accident, although the average street riding experience was nearly 3 years.

Female motorcyclists were involved in almost 4 percent of the accidents, yet preliminary exposure data indicate that they are only about 2 percent of the rider population in the study area. Currently available survey data also indicate that motorcyclists carrying passengers are approximately 10 percent of the population, yet they accounted for 17 percent of the accidents.

Vehicle factors

Less than 3 percent of the motorcycle accidents were attributed to vehicle failures, and the majority of these were due to puncture flats. Post-crash fuel

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

STATES WHICH HAVE RETAINED HELMET LAWS

Dear Mr/Governor:

During 1977 motorcycle fatalities increased 24 percent to a record high of 4,103. Most of those persons killed were young men under 30. Motorcycle deaths increased again last year by some five percent.

During the past three years 26 States have repealed or weakened laws requiring the use of safety helmets by motorcyclists. Because of our concern about the increase in head injuries resulting from the decline in helmet use, we initiated studies of the effect of helmet law repeal on helmet usage and head injuries. Enclosed is the preliminary report on those studies.

The report shows clearly that motorcycle safety helmets are effective in reducing the frequency and severity of head injuries. Head injuries to non-helmeted users were found to be twice as high as for helmet users. Fatal head injuries were found to be from three to nine times higher for non-helmet users as for helmet users. The report also indicates that compliance with helmet laws is high, over 90 percent, while after repeal or weakening of laws helmet use declines by 40 to 50 percent.

This year efforts may be made in your State to repeal or weaken your helmet law. We want you to have this report so you can judge for yourself the lifesaving importance of the helmet and the impact that a helmet usage law has on wearing rates, and request that you support retention of your law. We believe it is one of the more significant elements of you highway safety program.

If your State has not already done so, you might wish to consider initiating an in-depth study of helmet effectiveness like those cited in the report. Such a study would clearly demonstrate the economic and social value of retaining your helmet law.

Please let me know if we may provide you with additional information regarding the effectiveness of safety helmets.

Sincerely,

Joan Claybrook

Enclosure

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

STATES WHICH HAVE REPEALED OR WEAKENED HELMET LAWS

Dear Governor/Mr.:

During 1977 motorcycle fatalities increased 24 percent to a record high of 4,103. Most of those persons killed were young men under 30. Motorcycle deaths increased again last year by some five percent.

Your State is one of 26 which has repealed or weakened laws requiring the use of safety helmets by motorcyclists within the past three years. Because of our concern about the increase in head injuries resulting from the decline in helmet use, we initiated studies of the effect of helmet law repeal on helmet use and head injuries. Enclosed is the preliminary report on those studies.

The report shows clearly that motorcycle safety helmets are effective in reducing the frequency and severity of head injuries. Head injuries to non-helmet users were found to be twice as high as for helmet users. Fatal head injuries were found to be from three to nine times higher for non-helmet users as for helmet users. The report also indicates that compliance with helmet laws is high, over 90 percent, while after repeal or weakening of laws helmet use declines by 40 to 50 percent.

We want you to have this report so you can judge for yourself the lifesaving importance of the helmet and the impact that helmet usage laws have on wearing rates.

We believe that a helmet law is one of the most important elements of a State's highway safety program. For that reason we urge you to support readoption of a fully effective helmet law.

If your State has not already done so, you might wish to consider initiating an in depth study of helmet effectiveness like those cited in the report. Such a study would clearly demonstrate the economic and social value of increased levels of helmet use.

Please let me know if we may provide you with additional information regarding the effectiveness of safety helmets.

Sincerely,

Joan Claybrook

Enclosure

TABLE 1
Injury severity for helmeted and unhelmeted riders

		Total injuries							
	Accidents (# Riders)	Unknown	Fatal AIS-6	Critical AIS-5	Serious AIS-4	Severe AIS-3	Moderate AIS-2	Minor AIS-1	Total
		Abbreviated Injury Scale							
Helmet	355	0	8	14	63	121	270	1,258	1,734
Without Helmet	536	15	19	44	97	255	454	2,652	3,536
Total	891	15	27	58	160	376	724	3,910	5,270

TABLE 2
Head and neck injury severity for helmeted and unhelmeted riders

		Head and neck injuries							
	Accidents (# Riders)	Unknown	Fatal AIS-6	Critical AIS-5	Serious AIS-4	Severe AIS-3	Moderate AIS-2	Minor AIS-1	Total
		Abbreviated Injury Scale							
Helmet	355	0	1	0	5	7	30	135	178
Without Helmet	536	1	15	22	17	67	90	538	750
Total	891	1	16	22	22	74	120	673	928

system leaks and spills occurred in over 60 percent of the motorcycles, yet fire occurrence was quite low (less than 2 percent).

One-third of the total accidents and one-half of the fatal accidents involved motorcycles with an engine size of 750 cubic centimeters or larger. •

AMA comments on NHTSA's desire to reinstate mandatory helmet laws

In an early January news conference and press release, National Highway Traffic Safety Administration (NHSTA) Administrator Joan Claybrook has made her strongest statements yet on the subject of motorcycle safety and mandatory helmet laws. Her claim is that "lately (motorcycling) has been made even more dangerous by the repeal in many states of laws which require motorcyclists to wear helmets." This conclusion was drawn from three recent NHTSA sources: studies conducted in four repeal states (Kansas, Colorado, South Dakota, and Oklahoma); an incomplete study of accident cause factors and countermeasures in southern California; and fatal accident data in the Fatal Accident Reporting System file of the Administration (FARS).

Different conclusions have been reached by the American Motorcyclist Association, whose examination of the

(Continued to page 37)

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Modesto

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Pomona

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Reseda

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4020 Tyler
Riverside

D&B Cycle Works
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Sacramento

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Salinas

Yamaha of San Luis Obispo
1357 Monterey
San Luis Obispo

Competition Service Cycles
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San Pedro

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Minot

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1824 Main
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Collins Auto & Cycle
19210 Highway 99
Lynnwood

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Owens Yakima Suzuki
1606 No. 1st St.
Yakima

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Pinedale

Crossroads Cycle Co.
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